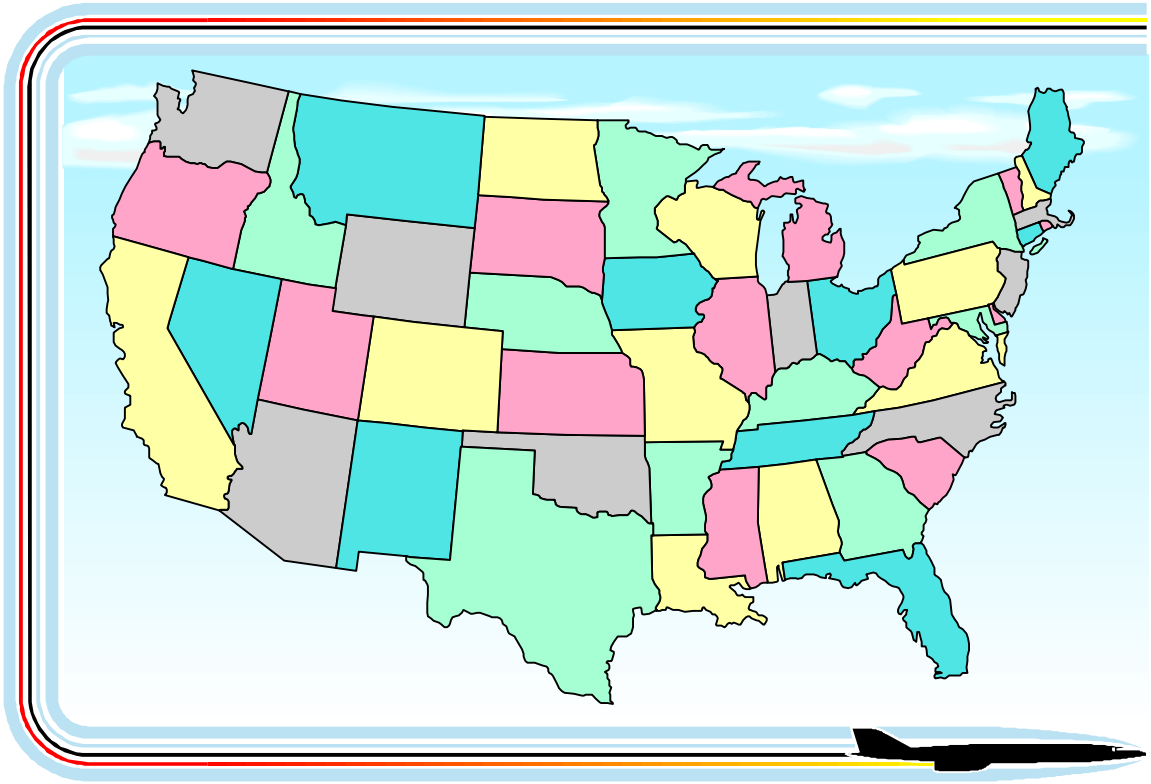
U.S. Department of Transportation
Federal Aviation Administration

# REPORT TO CONGRESS
# SIXTEENTH ANNUAL
# REPORT OF ACCOMPLISHMENTS
# UNDER THE
# AIRPORT IMPROVEMENT PROGRAM

**Fiscal Year 1997**



**WASHINGTON, DC** **APRIL 1999**

**REPORT OF THE SECRETARY OF TRANSPORTATION TO THE UNITED STATES CONGRESS PURSUANT TO SECTION 47131 OF TITLE 49, UNITED STATES CODE**

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# FOREWORD

This annual report of the Airport Improvement Program (AIP) for the fiscal year (FY) ending September 30, 1997, is the 16th report of activity required by Section 47131 of Title 49, United States Code.[1] The current grant program, known as the Airport Improvement Program, was established by the Airport and Airway Improvement Act of 1982. It authorized funding for the AIP from the Airport and Airway Trust Fund for airport development, airport planning, and noise compatibility planning and programs.

Along with meeting statutory requirements, this report will focus on the goals the Federal Aviation Administration (FAA) is striving to meet with the AIP. It also details the mechanics of administering the AIP and the methods used to accomplish these objectives.

The report includes narrative pertaining to the passenger facility charge (PFC) program to highlight the increasing importance of the PFC revenue stream in the financing of airport improvements.

This report also describes FAA management initiatives to make the administration of the airport financial assistance programs more effective and to make Federal dollars go farther. Some of these initiatives build on activities begun in previous years dealing with the use of investment criteria, implementation of a revised priority system, and movement toward greater use of benefit and cost–analysis techniques. Development of AIP performance goals and measurement of the accomplishments is an ongoing process and continues to be refined to align with FAA's published goals. The use of the Airport Capital Improvement Plan to identify future airport development needs has been implemented and continues to be refined with use. New initiatives include testing of innovative financing techniques, evaluating the use of and need for Federal funding for routine pavement maintenance, revising the policy on issuance of letters of intent (LOI), and testing privatization of an airport. Future annual reports to Congress will

[1] Under Public Law 103–272 (July 5, 1994), the Airport and Airway Improvement Act of 1982 and other transportation laws were consolidated in a new Codification of Certain Transportation Laws as Title 49, United States Code.

provide additional information on FAA's application of these initiatives and their impacts.

## 1996 CHANGES AFFECTING AIP THROUGH FY 1998

The Federal Aviation Reauthorization Act of 1996 (Public Law 104–264, October 9, 1996) extended AIP until September 30, 1998. Various changes were made to the formulas for computing primary and cargo apportionments, State apportionments, and discretionary set–asides. These changes remain in effect through FY 1998.

### ADJUSTMENTS TO APPORTIONMENTS

Specifically, for primary airport apportionments, the formula was adjusted by changing the credit for each passenger over 500,000 boardings from $0.65 to: (a) $0.65 for each passenger up to 1 million boardings, and (b) $0.50 for each passenger over 1 million boardings. Cargo entitlements were decreased from 3.5 percent of AIP to 2.5 percent of AIP. The previous cap of 44 percent of AIP for combined primary and cargo apportionments was removed. State apportionments were increased from 12 percent to 18.5 percent of AIP.

### SET–ASIDE CHANGES

The previous set–asides for reliever and nonprimary commercial service airports and for integrated airport system planning were eliminated. The noise and Military Airport Program (MAP) set–aside computations were also changed from 12.5 percent and 2.5 percent of total AIP, respectively, to 31 percent and 4 percent of the discretionary fund.

### OTHER SIGNIFICANT CHANGES

- The previously required minimum level of $325 million for the discretionary fund, after subtracting the various apportioned funds and set–asides, was repealed. The minimum level for the discretionary fund was changed to an amount that is $148 million over the amount necessary for LOI payments (for LOI's issued prior to January 1, 1996).

- Three new pilot programs for innovative financing techniques, pavement maintenance, and privatization of airports were added to the program.

- Changes to the MAP included an increase in the number of airports under the program, revised criteria for selection, refined project

eligibility, and authority to renew for an additional 5–year period the MAP designation for previous participants whose eligibility has expired.

- The State block grant Program was formally adopted by removing the designation of "pilot" and the number of participant States was increased from seven to: (a) eight States in 1997, and (b) nine States in 1998.

- The eligibility to use State apportionments was expanded to include projects at nonprimary commercial service airports.

- The Act also aligned PFC and AIP to permit both to be used for funding projects to comply with the responsibilities of the operator or owner of the airport under the Americans with Disabilities Act of 1990, the Clean Air Act, and the Federal Water Pollution Control Act and to relocate navigational aids and air traffic control towers. These relocations are eligible only when needed in conjunction with approved airport development using AIP or PFC funding.

- Finally, new provisions for revenue diversion enforcement were added to FAA's authority.

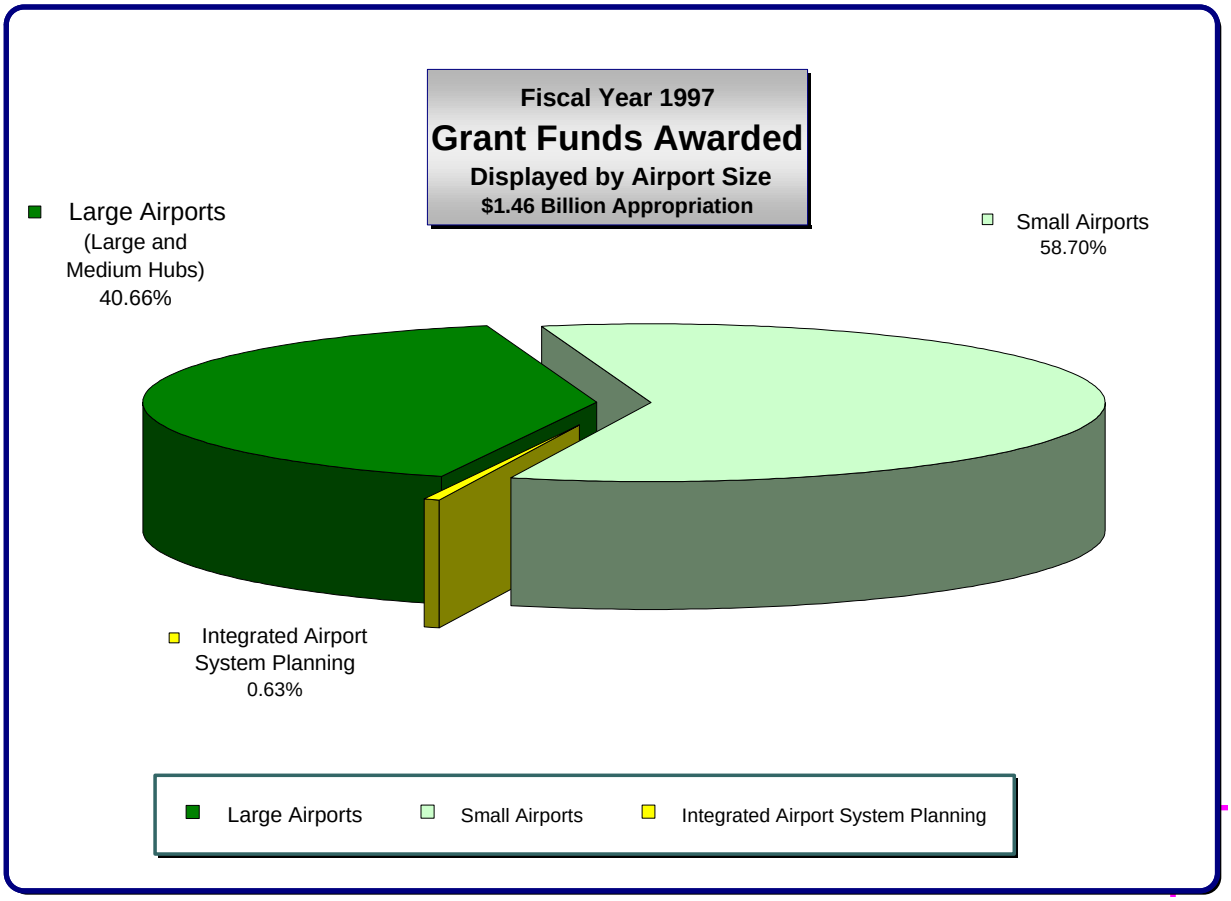
## SUMMARY ACCOMPLISHMENTS

In FY 1997, Congress authorized $1,460 million for AIP. In addition, recoveries from prior year projects permitted reobligations of another $46.4 million. When combined with amounts recovered from previously awarded grants, the total amount of obligated funds for the year was slightly more than $1,506.4 million. The difference between the authorized and obligated fund totals, $46.4 million, was distributed between *amendments to previously awarded grants* and *new grants* this fiscal year. The amounts for each were $30.5 million and $15.8 million, respectively. New AIP grants awarded in 1,066 projects amounted to nearly $1,475.9 million. Table F–1 depicts the new grants awarded for the various funding categories.

| Table F–1 FY 1997 Summary | | | | |
|---|---|---|---|---|
| *Funding Category* | *Grants Awarded* | *Percentage of Total* | *Grant Amounts* | *Percentage of Total* |
| **Large Airports** | | | | |
| **Primary Large–Hub Airports** | 70 | 6.57% | $351,974,809 | 23.85% |
| **Primary Medium–Hub Airports** | 78 | 7.32% | $248,125,737 | 16.81% |
| **Large Airports Subtotal** | **148** | **13.88%** | **$600,100,546** | **40.66%** |
| **Small Airports** | | | | |
| **Primary Small–Hub Airports** | 115 | 10.79% | $224,137,200 | 15.19% |
| **Primary Nonhub Airports** | 298 | 27.95% | $258,629,253 | 17.52% |
| **Nonprimary Commercial Service Airports** | 66 | 6.19% | $71,125,661 | 4.82% |
| **Reliever Airports** | 124 | 11.63% | $100,578,883 | 6.81% |
| **Other General Aviation Airports** | 251 | 23.55% | $139,526,509 | 9.45% |
| **State Block Grant Program** | 16 | 1.50% | $72,390,436 | 4.90% |
| **Small Airports Subtotal** | **870** | **81.61%** | **$866,387,942** | **58.70%** |
| **Integrated Airport System Planning** | | | | |
| **States and Planning Agencies** | 48 | 4.50% | $9,361,696 | 0.63% |
| **Totals** | **1066** | **100.00%** | **$1,475,850,184** | **100.00%** |

The data shown in Table F–1 depict the number and amount of grants awarded to large and small airports. Integrated Airport System Planning is displayed separately since it applies to both categories. The data show that a significant number of the grants and more than one–half of the grant funds went to small airports. Figure F–1 depicts this consolidated funding distribution.

## Figure F–1 FY 1997 Summary

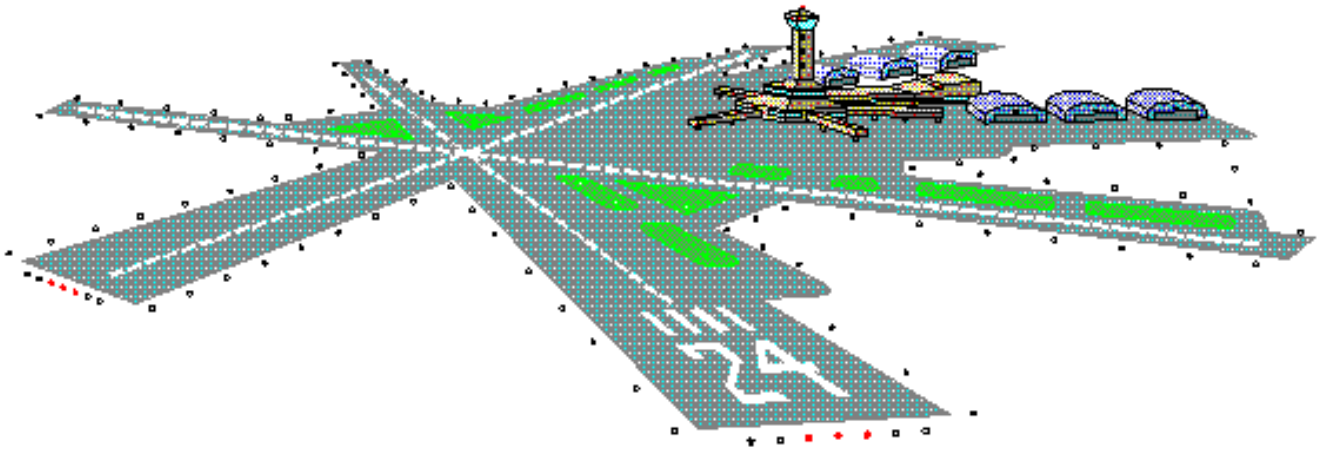



During the 16 years of AIP, 18,569 grants have been awarded for a total of slightly more than $20,539 million. Figures B–1 and B–2 in Appendix B show, by airport funding category, the cumulative number of grants awarded and the cumulative amount of funds associated with these grants. Table B–1 shows the types of airport development and planning grants plus the AIP funds associated with these grants over the life of the AIP.

# SIXTEENTH ANNUAL REPORT OF ACCOMPLISHMENTS UNDER THE AIRPORT IMPROVEMENT PROGRAM

## OVERVIEW

Section 47131 of Title 49, United States Code requires the Secretary of Transportation to submit an annual report to Congress describing the accomplishments of the airport grant program. This report covers activities for the fiscal year ending September 30, 1997.



## INTRODUCTION

The Airport Improvement Program (AIP) and the Passenger Facility Charge (PFC) Program are administered in the Federal Aviation Administration (FAA) by the Office of the Associate Administrator for Airports. The Airports organization is composed of staffs in the headquarters and nine regional Airports divisions, six of which have district and field offices. The headquarters staff develops policy for the effective utilization of AIP funds and provides technical, planning, and administrative guidance to the other Airports offices. Most of the day–to–day decisionmaking for AIP project formulation is delegated to the regional, district, or field level. The managers and their staffs have diverse backgrounds, including many with expertise in planning, engineering, accounting, and administrative functions. Together, this team of Airports professionals consistently manages the AIP funds made available each year by Congress. Authority to approve many PFC applications was delegated to FAA's regions beginning

in FY 1997. Moreover, field input is vital to the headquarters staff for approval of collections and use of PFC's for those decisions retained by headquarters.

The administration of the AIP is shaped and guided by the dictates of formulas and program set–asides contained in legislation. Decisions on distribution of funds are made at headquarters, with significant input by subordinate offices. Projects identified for receipt of funds are carefully scrutinized to ensure they are justified based on aeronautical demand. They must also meet established selection criteria established by Congress in enabling legislation. These mandates are further refined by the headquarters Airports organization and disseminated to the field through program guidance and design criteria. Adherence to these directives is monitored to ensure conformity and consistency nationwide.

Although past actions employed to administer the AIP have been highly successful, the Airports organization continues to seek opportunities for improvement. Currently, there is an effort to define existing and future aeronautical needs more clearly. One tool being refined with use is the Airport Capital Improvement Plan (ACIP). This tool provides a better selection process for distribution of AIP funds to the projects that have the greatest potential for improving the national system of airports. Other initiatives are being considered to improve project evaluation and funding decisions further by including the use of financial analysis techniques. Although they have been used to a limited degree in the past, these initiatives are expected to be more significant in future years. A summary of these initiatives is discussed later in this report.

## POLICY

The highest aviation priority of the United States is the safe and secure operation of the airport and airway system. Other policy statements in enabling legislation address minimizing noise impacts on nearby communities; developing reliever airports; developing cargo–hub airports; developing transportation systems that use various modes of transportation; protecting and enhancing natural resources; reducing aircraft operation delays; converting former military air bases to civil use; and implementing a variety of other provisions to ensure a safe and efficient airport system.

In the administration of the AIP, the FAA supports this policy by giving the highest priority to projects that enhance the safety and security of our airport system. Other major policy objectives are advanced by assigning high priority in the award of AIP funds to projects that maintain current airport infrastructure and increase the capacity of facilities to accommodate

growing passenger and cargo traffic. The United States aviation policies are strengthened by statutory provisions that direct specific funding resources to help minimize current and projected noise impacts; convert available former military air bases to civil use; preserve and enhance capacity, safety, and security at primary and reliever airports; and ensure continued funding availability to the small general aviation and nonhub commercial service airports. Discussion of these funding designations is provided in sections that follow dealing with apportioned and discretionary funds.

Section 47103 of Title 49 U.S.C. requires the Secretary of Transportation to publish a national plan for the development of public–use airports in the United States. This plan, the National Plan of Integrated Airport Systems (NPIAS), lists development considered necessary to provide a safe, secure, efficient, and integrated airport system meeting the needs of civil aviation, national defense, and the U. S. Postal Service. An airport must be included in this plan to be eligible to receive a grant under the AIP. The latest published edition of the NPIAS covering 1993–1997 was transmitted to Congress on April 7, 1995. That report identified 3,331 existing airports of significance to air transportation and included estimates that $31 billion in AIP–eligible development will be needed over the 5 year period of 1993-1997 to meet the needs of all segments of civil aviation.

# FY 1997 SUMMARY OF FINANCIAL ASSISTANCE

The amount permitted by Congress to be obligated for awarding grants for FY 1997 was $1,460 million. However, the FAA is also authorized to recover funds from prior year projects in which the final costs were less than expected. These recovered funds may then be reobligated to fund new projects and to increase the Federal amount to accommodate cost overruns in existing grants. Consequently, in FY 1997, gross AIP obligations amounted to $1,604.7 million, of which $1,475.9 million was for 1,066 new grant agreements and $128.8 million was for increases in existing grant agreements.

New grants awarded this fiscal year included the following: 561 grants totaling nearly $1,082.9 million for primary airports; 66 grants totaling slightly more than $71.1 million for other nonprimary commercial service airports; 124 grants for $100.6 million for reliever airports; 251 grants for $139.5 million at general aviation airports; 48 grants for $9.4 million to conduct integrated airport system planning; and $72.4 million for 16 State Block Grant Program grants.

There were 77 grants totaling $173.7 million to achieve noise compatibility. This amount included $70.3 million for the purchase of noise–impacted land adjacent to airports, $80.1 million for soundproofing residences and schools, and $23.3 million for other efforts to reduce adverse impacts of noise.

The following sections outline the general and specific aspects of the administration of the airport grant program. These discussions reflect direction of Congress contained in authorizing legislation. The narrative sections, figures, and tables attempt to place the significance of the FY 1997 program year in better perspective.

# AIRPORT IMPROVEMENT PROGRAM

Section 47104 of Title 49 U.S.C. authorizes the Secretary of Transportation to make project grants for airport planning and development under the AIP to maintain a safe and efficient nationwide system of public–use airports that meets both present and future needs of civil aeronautics. AIP grant authority through the end of FY 1998 was provided by the Federal Aviation Reauthorization Act of 1996.

## AIRPORT CATEGORIES

The general definition for airports in legislation refers to any area of land or water used or intended to be used for the landing or taking off of aircraft and includes, within the five categories of airports listed below, special types of facilities like seaplane bases and heliports.

The statute further defines airports by categories that include commercial service, primary, cargo service, reliever, and general aviation airports. They are defined as follows:

- ***Commercial Service Airports*** are publicly owned airports that have at least 2,500 ***passenger boardings*** each year and receive scheduled passenger service. ***Passenger boardings*** refer to revenue passenger boardings on an aircraft in service in air commerce. The definition also includes passengers who continue on an aircraft in international flight that stops at an airport in any of the 50 States for a nontraffic purpose. ***Passenger boardings*** at airports that receive scheduled passenger service are also referred to as ***Enplanements.***

  - ***Nonprimary Commercial Service Airports*** are ***Commercial Service Airports*** that have at least 2,500 and no more than 10,000 ***passenger boardings*** each year.

  - ***Primary Airports*** are ***Commercial Service Airports*** that have more than 10,000 ***passenger boardings*** each year. These airports are further categorized as ***Hub Airports***, based on the level of ***passenger boardings***. Hub categories for ***Primary Airports*** are defined as a percentage of total ***passenger boardings*** in the most current calendar year ending before the start of the current fiscal year. For FY 1997, calendar year 1995 data are used since the current fiscal year began 9 months after the end of CY 1995. Table 1 depicts the definition and formulae used for designating ***Primary Airports*** by ***Hub Type:***

| Table 1 Hubs Defined by Current Boardings | |
|---|---|
| ***Airport Hub Type*** | ***Percentage of Annual Passenger Boardings (Enplanements)*** |
| **Large** | **1% or more** |
| **Medium** | **at least 0.25%, but less than 1%** |
| **Small** | **at least 0.05%, but less than 0.25%** |
| **Nonhub** | **more than 10,000, but less than 0.05%** |

- ***Cargo Service Airports*** are airports that, in addition to any other air transportation services that may be available, are served by aircraft providing air transportation of only cargo with a total annual landed weight of more than 100 million pounds. "Landed weight" means the weight of aircraft transporting only cargo in intrastate, interstate, and foreign air transportation.

- ***Reliever Airports*** are airports designated by the FAA to relieve congestion at a ***Commercial Service Airport*** and to provide improved general aviation access to the overall community.

- The remaining airports, while not specifically defined in Title 49 U.S.C., are referred to as ***General Aviation Airports*** and comprise the largest single group of airports in the U.S. airport system.

## COLLECTION OF PASSENGER BOARDING AND CARGO DATA

A document, Enplanement and All Cargo Activity, containing annual passenger boardings and revenue cargo data by all–cargo aircraft is published annually by the FAA's Office of the Associate Administrator for Airports.

(The complete report is available from the Department of Commerce's National Technical Information Service.) The data in the publication are obtained from the Air Carrier Activity Information System (ACAIS) and are subsequently used to determine formula distributions of annual AIP funds.

Pertinent passenger and cargo data for the period of time relating to FY 1997 is included in this report.

Passenger boarding data are derived from a variety of sources. U.S. scheduled and nonscheduled large certificated air carriers submit passenger boarding data to the Department of Transportation (DOT) on Form 41, Schedule T–100. Foreign flag air carriers submit data to DOT on Form 41, Schedule T–100(F). Commuter and small certificated air carriers submit data to DOT on Form 298–C, Schedule T1 and E1. In addition, FAA conducts an annual survey of air taxi/commercial operators who voluntarily report their nonscheduled activity on FAA Form 1899–31.

For purposes of calculating AIP apportionments to airports, passenger boardings also include those passengers on board international flights that stop at airports located in the 50 States for nontraffic purposes (typically refueling stops). In calendar year 1995, this amounted to 1,137,350 additional passengers at 3 airports. These airports were Honolulu, Hawaii (474,027); Bangor, Maine (209,120); and Anchorage, Alaska (454,203).

The passenger boarding data obtained from these sources for calendar year 1995 were merged into the ACAIS data base, which was then reviewed by FAA staff and individual airport operators. Erroneous or inconsistent data were coordinated with the air carriers. If warranted, appropriate revisions were made before the data were finalized. These data were then used to determine formula distributions of funds for FY 1997.


Data from all–cargo carriers were compiled for airports with a minimum of 100 million pounds of cargo aircraft landed weight annually. The cargo carriers report the landed cargo aircraft weight of all–cargo aircraft to the airport operator, who completes FAA Form 5100–108 and submits it to FAA.

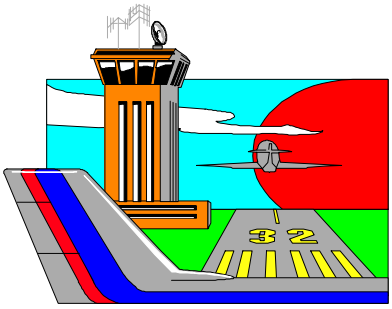
The FAA compiled and merged the data into the ACAIS data base. As with passenger boarding data, the data were then reviewed by FAA staff and individual airport operators. Erroneous or inconsistent data were coordinated with the air carriers. If warranted, appropriate revisions were made before the data were finalized. These data were then used to determine formula distributions of cargo funds for FY 1997.

The data used to determine FY 1997 formula distributions are shown in the following tables (Tables 2, 3, 4, and 5). The data shown in Table 2 include both calendar years 1994 and 1995 for comparison. These totals were used to compute the formula distributions for FY 1996 and FY 1997, respectively.

**Table 2 Comparison of Prior Year to Current Year Boardings**

***Changes in Passenger Boardings***
**Data Used For Determining FY 1996 and FY 1997 Primary Apportionments**
***(By Airport Type, Compared to Previous Year)***

| *Airport Types* | *CY 1994 Airports* | *CY 1995 Airports* | *Percent Change* | *CY 1994 Boardings* | *CY 1995 Boardings* | *Percent Change* |
|---|---|---|---|---|---|---|
| **Primary, Large–Hub** | 29 | 29 | 0.00% | 380,292,229 | 393,110,251 | 3.37% |
| **Primary, Medium–Hub** | 40 | 42 | 5.00% | 126,220,983 | 129,792,590 | 2.83% |
| **Primary, Small–Hub** | 71 | 67 | -5.63% | 44,941,969 | 41,489,614 | -7.68% |
| **Primary, Nonhub** | 281 | 273 | -2.85% | 20,396,930 | 20,197,540 | -0.98% |
| **Subtotal Primary** | **421** | **411** | **-2.38%** | **571,852,111** | **584,589,995** | **2.23%** |
| **Nonprimary, Other Commercial Service** | 154 | 155 | 0.65% | 756,534 | 757,296 | 0.10% |
| **Other Than Commercial Service** | 1,317 | 1,343 | 1.97% | 967,314 | 979,560 | 1.27% |
| **Total** | **1,892** | **1,909** | **0.90%** | **573,575,959** | **586,326,851** | **2.22%** |




The greatest increase in qualifying airports was in the medium-hub primary category. The greatest increase in passenger boardings was in the large-hub primary airport category, followed closely by medium–hub airports.

Table 3 focuses on the breakdown of the passenger boarding data as it applies to the FY 1997 designation of commercial service airports.

**Table 3 Application of Formulae to Current Year Boardings to Determine Hubs**

***Commercial Service Airports Primary and Nonprimary Hub Categories***
***Based on CY 1995 Total Passenger Boardings of 586,326,851***
**Data Used For Determining FY 1997 Primary Apportionments**

| *Type Commercial Service Airports* | *CY 1995* | *Formula* | *Lower Limit* | *Upper Limit* |
|---|---|---|---|---|
| **Primary, Large–Hub** | 29 | 1.0% or more | 5,863,269 | NA* |
| **Primary, Medium–Hub** | 42 | at least 0.25%, but less than 1.0% | 1,465,817 | 5,863,268 |
| **Primary, Small–Hub** | 67 | at least 0.05%, but less than 0.25% | 293,163 | 1,465,816 |
| **Primary, Nonhub** | 273 | more than 10,000, but less than 0.05% | 10,001 | 293,162 |
| **Nonprimary, Other Commercial Service** | 155 | at least 2,500, and no more than 10,000 | 2,500 | 10,000 |
| **Total** | **566** | | | |

**89%** of **Passengers** are **Boarded** at the **Top 71 Airports (Large–** and **Medium–Hubs)**

* The most passenger boardings reported by a single airport was 31,433,002 at Chicago O'Hare International

The data in Table 4 show how the passenger boardings were distributed between various types of operations.

**Table 4 Passenger Boardings**

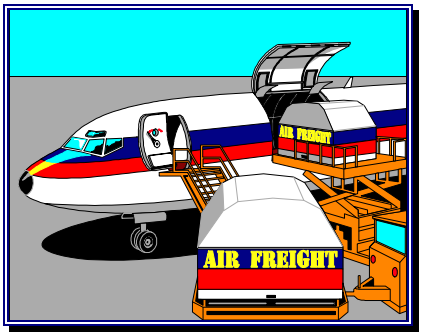
***Passenger Boardings Data by Type of Operation***
**Based on CY 1995 Total Passenger Boardings of 586,326,851**
***Data Used For Determining FY 1997 Primary Apportionments***

| *Type Operations* | *Passenger Boardings* | *Percent of Total* | *Type Operations* | *Passenger Boardings* | *Percent of Total* |
|---|---|---|---|---|---|
| **Air Taxi Operators** | 654,778 | 0.11% | **Domestic** | 536,450,654 | 91.49% |
| **Commuter Carriers** | 33,026,051 | 5.63% | **International** | 49,876,197 | 8.51% |
| **Large Certificated Carriers** | 527,358,624 | 89.94% | **Total** | **586,326,851** | **100.00%** |
| **Foreign Flag Carriers** | 24,150,048 | 4.12% | **Scheduled** | 573,140,886 | 97.75% |
| **Intransit Operations** | 1,137,350 | 0.19% | **Non–Scheduled** | 13,185,965 | 2.25% |
| **Total** | **586,326,851** | **100.00%** | **Total** | **586,326,851** | **100.00%** |

Pertinent cargo data for the current fiscal year are included in Table 5 below.

**Table 5 Cargo Aircraft Landed Weight**

| *CARGO AIRPORTS ACTIVITY*<br>**Based on CY 1995 Landed Weight**<br>***Data Used For Determining FY 1997 Cargo Apportionments*** |
|---|
| There Were **104** Qualifying Cargo Airports |
| They Recorded a Total Cargo Aircraft Landed Weight of **119.8 Billion Pounds** |
| **Four New** Airports Qualified This Fiscal Year |
| **One Airport** That Qualified in Prior Years Did Not Qualify This Fiscal Year |
| **There Was A 7.75% Growth in Total Cargo Aircraft Landed Weight This Fiscal Year** |



# ANNUAL AUTHORIZATION

Historical AIP authorization levels from FY 1982 through FY 1996 and the authorized level for FY 1997 are shown in Figure 1 as follows:

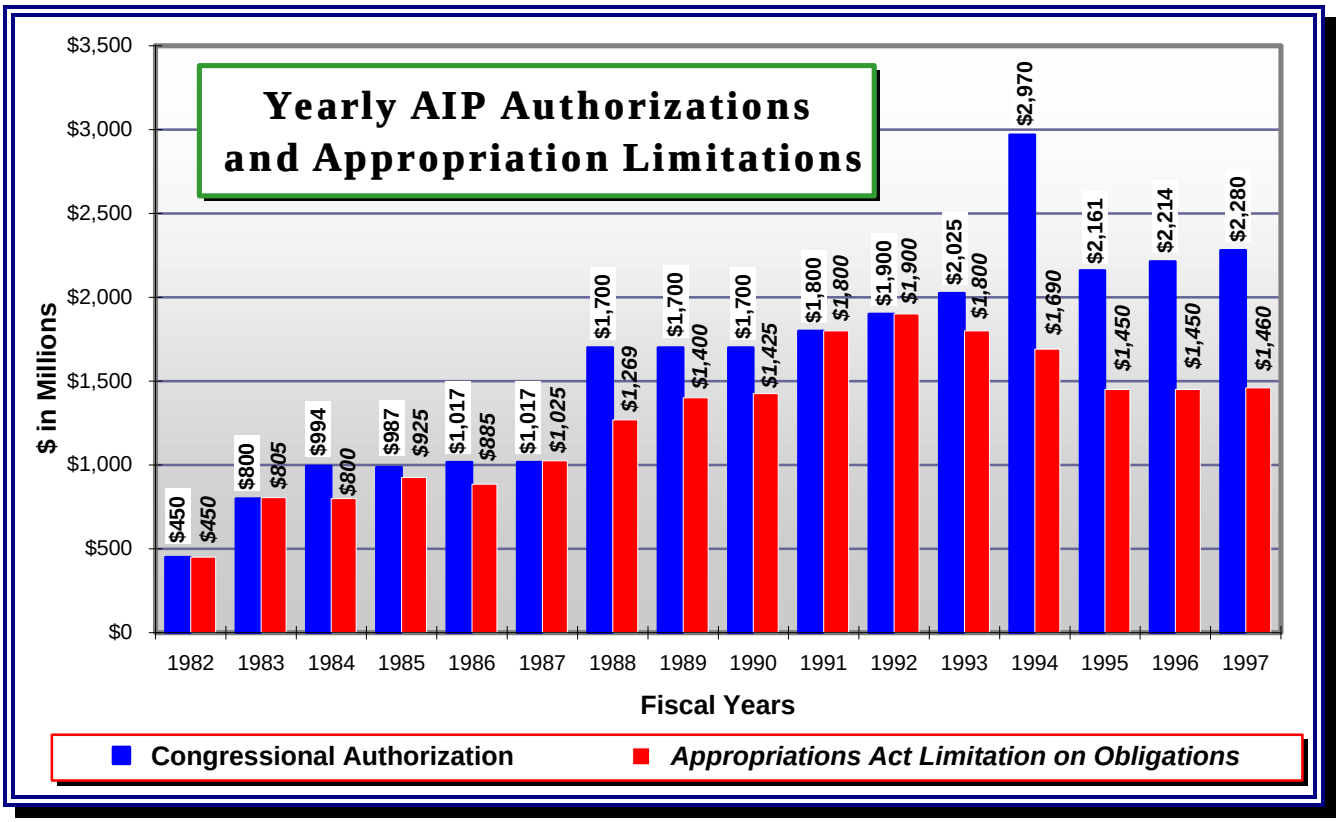



**Figure 1 Annual Airport Improvement Program Authorizations**

As shown, the amounts authorized for the AIP rose from $450 million in FY 1982 to $2,970 million in FY 1994[2] and declined to $2,160 million in FY 1996. However, Congress generally limits annual obligations to less than that authorized. Thus, the amounts available for obligation rose from $450 million in FY 1982 to $1,900 million in FY 1992, then fell to $1,800 million in FY 1993, to $1,690 million in FY 1994, $1,450 million in FY 1995, $1,450 million in FY 1996, and $1,460 million in FY 1997.

The amounts available for obligation fall into two basic categories: apportioned funds and discretionary funds. Funds apportioned to airports may generally be used for any eligible airport planning or development;

[2] According to the Office of Management and Budget, with concurrence by the Congressional Budget Office, the total amount authorized in fiscal year 1994 was $2.97 billion, even though it appeared that $2.161 billion was the amount authorized. This was due to the combination of the lapse of authority of AIP after fiscal year 1993 and the amendments extending the program in May 1994 and August 1994.

other funds are approved by the FAA for use on projects after consideration of project priority and other selection criteria.

## DISTRIBUTION OF APPORTIONED FUNDS

Statutory provisions require that AIP funds be apportioned by formula each year to specific airports or types of airports. Such funds are available to airports in the year they are first apportioned and they remain available for the two fiscal years immediately following.

Among the recipients of apportioned funds are primary airports, cargo service airports, States and insular areas, and Alaska.

For FY 1997, the authorizing legislation was amended to make many changes to the distribution of apportioned and discretionary funds.

### PRIMARY AIRPORTS

For FY 1997, there were 411 primary airports. These airports boarded 584,589,995 passengers in CY 1995, the year used to determine FY 1997 primary airport apportionments. Each primary airport apportionment is based upon the number of passenger boardings at the airport. If full funding is made available for obligation, the minimum amount apportioned to the sponsor of a primary airport is $500,000, and the maximum is $22,000,000. These funds are calculated as follows:

- $7.80 for each of the first 50,000 passenger boardings
- $5.20 for each of the next 50,000 passenger boardings
- $2.60 for each of the next 400,000 passenger boardings
- $0.65 for each of the next 500,000 passenger boardings
- $0.50 for each passenger boarding in excess of 1 million

For FY 1997, $1,460 million was made available for obligation.

### PASSENGER FACILITY CHARGE PARTICIPANT APPORTIONMENT REDUCTIONS

In 1990, Congress enacted legislation that allows public agencies controlling commercial service airports to charge enplaning passengers using the airport a $1, $2, or $3 passenger facility charge (PFC). Public agencies wishing to impose a PFC must apply to the FAA for such authority and meet certain requirements. Large– and most medium–hub airports

implementing a PFC are assessed up to a 50–percent reduction in AIP apportionments.

Section 47114(f) of Title 49 U.S.C. requires that AIP funds apportioned to a large– or medium–hub airport be reduced if a PFC is imposed at that airport. This reduction takes place in the fiscal year following the approval of authority for PFC collections at that airport and continues in each succeeding fiscal year in which a PFC is imposed. The apportionment for a fiscal year is reduced by 50 percent of the forecast PFC revenue in that fiscal year, but not by more than 50 percent of the apportionments calculated for that fiscal year. In FY 1997, 49 of the 71 large– and medium–hub airports were subject to these reductions.

The apportionments that are withheld as a result of PFC collections are distributed within the AIP program as follows:

a) 25 percent to the AIP discretionary fund; and

b) 75 percent to the "small airport fund."

Of the 25 percent distributed to the discretionary fund, half of the amount (one–eighth of the total) must be spent at small–hub primary airports.

Of the 75 percent distributed to the "small airport fund," one–third (one–quarter of the total) is distributed to general aviation (including reliever) airports. The remaining two–thirds (one–half of the total) is distributed to nonhub commercial service airports.

As a result of apportionment reductions, FY 1997 AIP funds that otherwise would have been apportioned to large– and medium–hub primary airports were distributed as follows: $15.4 million went to small–hub airports, $61.6 million went to nonhub primary and nonprimary commercial service airports, and $30.8 million went to the remaining noncommercial, reliever, and general aviation airports. Table B–3 depicts the total effect of these returns on the final distribution of appropriated funds.

## CARGO SERVICE AIRPORTS

For FY 1997, 104 airports qualified as cargo service airports and shared the 2.5 percent of AIP apportionment made available to them. Cargo funds are apportioned to each cargo service airport in the same proportion as its proportion of landed weight of cargo aircraft to the total landed weight of cargo aircraft at all qualifying airports. No cargo service airport is entitled to more than 8 percent of the total amount apportioned to all–cargo service airports. Further, beginning in 1997, the Secretary is authorized to make a portion of the cargo funds available to airports not qualifying for these

funds if the Secretary finds the nonqualifying airports will be served primarily by aircraft providing cargo–only air transportation. A total of $2,920,000 was distributed under this provision to the following three airports: Youngstown–Warren Regional, Youngstown/Warren, Ohio, $700,000; Sacramento Mather, Sacramento, California, $1,120,000; and Williams Gateway, Phoenix, Arizona, $1,100,000. These cargo funds were combined with other discretionary funds in larger scope projects.

### STATES/INSULAR AREAS

Beginning in FY 1997, a total of 18.5 percent of the annual amount made available for obligation is apportioned for use at nonprimary commercial service, general aviation, and reliever airports within the States and insular areas. Of this 12 percent, 99.34 percent is apportioned for airports within the 50 States, the District of Columbia, and Puerto Rico, while the remaining 0.66 percent is apportioned for airports in the insular areas (Guam, American Samoa, the Commonwealth of the Northern Mariana Islands, and the U.S. Virgin Islands).

### ALASKA SUPPLEMENTAL FUNDS

Funds are apportioned for certain Alaskan airports to ensure that Alaska receives at least as much as these airports were apportioned in FY 1980 under previous grant–in–aid legislation. This requirement provided an additional $10.67 million for Alaskan airports in FY 1997.

## DISTRIBUTION OF DISCRETIONARY FUNDS

The remaining funds are defined as discretionary, but a number of statutory set–asides are established to achieve specified funding minimums. A minimum amount of funding is directed to the following:

- 31 percent of the discretionary fund is reserved for noise compatibility planning and implementing noise compatibility programs under Section 47501 et seq. of Title 49 U.S.C. (formerly the Aviation Safety and Noise Abatement Act of 1979);

- 4 percent of the discretionary fund is used for the MAP.

Of the remaining discretionary funds, 75 percent is to be used for preserving and enhancing capacity, safety, security, and carrying out noise compatibility planning and programs at primary and reliever airports. The remaining 25 percent may be used for any eligible project at any airport.

### MINIMUM DISCRETIONARY FUND

Congress specified, beginning in FY 1997, that not less than $148 million plus an amount equal to payments from the discretionary funds for LOI's issued prior to January 1, 1996, remain in discretionary funds after all apportionments and set–asides are satisfied. If less than this amount remains, all apportionments (except for Alaska supplemental funds) and set–asides are to be reduced by the same percentage to ensure that this amount is available for discretionary grants. In FY 1997, no reductions were necessary to comply with this provision.

### SPECIAL DISCRETIONARY FUND CAP

Beginning in FY 1997, Congress specified that if the discretionary fund, after all apportionments and set–asides are provided, is more than $300 million, the excess over $300 million is to be equally divided in thirds to the noise set–aside; MAP set–aside; and to a set–aside for nonprimary commercial service, general aviation, and reliever airports. In 1997, each of these set–aside categories received an additional $323,766 to comply with this provision.

## RATE OF PARTICIPATION

At primary airports that have at least 0.25 percent or more of the total number of passenger boardings annually at all U.S. airports (1,433,940 or more passenger boardings for FY 1996), the Federal share is 75 percent of the total allowable project cost, except for project grants to implement noise compatibility projects as authorized by Section 47501 et seq. of Title 49 U.S.C., which are funded at 80 percent. At all other airports, the Federal share is 90 percent of the total allowable project cost for all projects. There are upward adjustments for projects in States containing high percentages of public lands. Grants for integrated airport system planning are for 90 percent of allowable planning costs.

# AIRPORT CAPITAL IMPROVEMENT PLANNING

Airport Capital Improvement Planning allows FAA to determine and fund the most critical airport development needs within the limited AIP funding made available by Congress through the appropriation process.

The FAA uses a systematic process that results in a national plan for AIP fund distribution. The final product resulting from this process is referred to as the Airports Capital Improvement Plan (ACIP). The goal of the ACIP is to develop a realistic funding plan, based on projected or actual funding levels, that reflects critical aeronautical demands. It also identifies the highest priority development needs, in accordance with agency goals and objectives, and designates funding options using funding from a variety of available sources.

The ACIP is a bottom–up process that begins with individual airport input from airport sponsors and state aviation officials. The primary emphasis is on the effective use of AIP funds; but the concept applies to other funding sources as well. New funding sources and initiatives, such as passenger facility charge collections and innovative financing mechanisms, have greatly expanded funding options for airport development.

In short, the ACIP is created using a process consisting of three filters. The first filter occurs at the regional and field office level of the FAA where project engineers and planners develop a district or regional ACIP. During this process, airport development projects in the National Plan of Integrated Airport Systems are evaluated based on many factors. They include cost for the project; project scheduling and timing; level of sponsor compliance with Federal mandates; adequacy of sponsor maintenance of airport infrastructure; feasibility of accomplishing the project; the benefit–cost relationship; eligibility of the proposed development; and current condition of resources to meet needs. This filter allows field personnel to determine critical current year needs and to develop a realistic field level ACIP. One ACIP from each regional office is then submitted to FAA headquarters for evaluation.

The second filter occurs at the headquarters level where all nine regional ACIP's are evaluated for development of a single national funding plan (or national ACIP). This filter primarily takes into account a national priority system that includes current year appropriation levels and calculated numerical priority ratings. This filter serves to permit creation of a quantified listing of airport projects rated by priority. This listing of projects is referred to as the "candidate list." Projects included in the "candidate list" are considered eligible for receiving discretionary funding. The numerical rating ensures that the projects are consistent with agency goals and objectives and stays within the funding limitations imposed by the AIP authorization. The accumulated costs of the "candidate list" generally exceeds amounts available in each AIP funding category to allow flexibility in selecting the most critical and merit–based projects for funding.

As a result, a third filter is applied to pare down the "candidate list" to meet current funding levels. This filter is identical to the first with the difference being that the listing of projects have been narrowed down in accordance with the priority ratings. From this filter, the FAA creates a national funding plan within the specific funding level limits. The end result is reflected in the listing of projects funded in the current fiscal year at the end of this report.

# INVESTMENT CRITERIA

The FAA's policy in selecting projects for AIP discretionary funding is intended to ensure the national system of airports is safe and secure, preserve existing infrastructure, meet critical expansion needs, and attain compatibility with neighboring communities. AIP investments must be directed toward these goals to enable passengers, shippers, and aircraft operators to operate and use the system in a safe and reliable manner.

Airport development needs are identified in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS, as required by Section 47103 of Title 49 U.S.C., is the FAA's official document that provides long–and short–range cost estimates of AIP–eligible projects. All development projects in the NPIAS are eligible for AIP funding. However, the cost of planned development far outweighs the funding available from the AIP, which typically funds only 25 percent of all airport capital investment. Therefore, in allocating AIP funds, the FAA has to select projects that best advance agency goals and objectives with respect to the enhancement of the national airport system.

Investment decisions are made using a structured selection process that includes a variety of factors that help demonstrate critical annual development needs within associated AIP funding levels. The factors are weighted more heavily in favor of the type of project than the type of airport. In some cases, Title 49 U.S.C. directs the FAA to allocate funding to specific airport types and categories. The FAA has more discretion as to what type of development to fund within these funding set–asides.

The project selection process occurs on a 6–month cycle that creates a funding plan known as the Airports Capital Improvement Plan (ACIP), an internal product used by the FAA to select projects for AIP funding. The ACIP is a product of various regional, district, state, and airport CIP's. It is formulated to identify, plan, fund, and execute airport development while ensuring that the most critical airport development needs are being funded nationwide. Projects included in the ACIP are subject to further evaluation prior to funding approval. For instance, a project could be included in the ACIP initially, but may fall out and not be approved for funding because an environmental action was not completed or the airport failed to secure local matching funds.

The majority of AIP decisions are made based on evaluation criteria contained in the National Priority System (NPS). The NPS is used to assist in the development of ACIP as well as provide a basis for the distribution of AIP funding. The NPS uses a numerical system to help categorize all development projects, consistent with agency goals and objectives. The

numerical value is derived from an equation that uses a project type component and airport type component with more emphasis on the type of project. In the vast majority of project selections, the priority rating effectively categorizes the projects in accordance with agency goals and objectives. In certain limited cases, where the priority rating does not completely capture all factors that need to be considered in assessing the importance of the project, qualitative factors are used to help determine and document the project's merit in conjunction with agency goals and objectives.

In addition, since 1994, in order to enhance the agency's investment decisions further, FAA began requiring airports seeking $10 million or more in AIP capacity discretionary funds to complete a benefit–cost analysis (BCA) on the project to demonstrate that the project's aeronautical benefits outweigh its costs. In 1997, FAA lowered the threshold to $5 million because benefit–cost analysis has proven to be an effective tool in evaluating airfield projects. Airports seeking a Letter of Intent (LOI) (a multi–year commitment of Federal AIP support for airfield projects) also must complete a benefit–cost analysis, demonstrate substantial system capacity benefits, and present a full financing strategy that shows evidence of substantial non–Federal financial commitments to preserve or enhance airport capacity.

Also, in 1997, FAA issued guidance refining prior LOI policy. Briefly, the refinements include:

- ✓ ***Scope of LOI's*** – requests for LOI's must reflect only those projects that qualify as contributing to a positive net present value under a BCA and must be limited to airside capacity projects and directly related supporting development only.
- ✓ ***Establishment of a Review Committee*** – the committee meets annually to review substantially complete LOI requests submitted by the March 1 deadline and advises the FAA's Associate Administrator for Airports on the extent to which applicants meet LOI approval criteria.
- ✓ ***Fund Allocation*** – clarifies those sources of discretionary funds that, in practice, are available to corresponding categories of airports seeking LOI's.

The final funding allocations that result from the ACIP, including LOI approvals, are reported each year in the Airports Annual Report of Accomplishments. These reports can be found on the Internet at www.faa.gov/arp/500home.htm.

# STATE BLOCK GRANT PROGRAM

The State Block Grant Program is implemented by FAR Part 156. Under this regulation, States assume responsibility for administration of AIP grants at airports classified as "other than primary." This program became effective October 1, 1989 with only three States: Illinois, Missouri, and North Carolina. By FY 1997, the list had been expanded to included eight States: the original three States, Michigan, New Jersey, Pennsylvania, Texas, and Wisconsin. Legislation also allowed another participant in FY 1998. The State of Tennessee was selected to begin participation then.

These block grant States administer funding of nonprimary commercial service, reliever, and general aviation airports. Each State is responsible for determining which locations within its jurisdiction will receive funds and for ongoing project administration. A total of $72.4 million, including $17.5 million discretionary, was granted to the block grant States in FY 1997 as follows: Illinois, $15.6 million; Michigan, $12.5 million; Missouri, $4.1 million; New Jersey, $4.7 million; North Carolina, $9.3 million; Texas, $21.0 million; and Wisconsin, $5.2 million. Pennsylvania was selected in February, too late in the year to receive FY 1997 funding. For the period the pilot program has been effective, $504.3 million, including $256.9 million discretionary, has been issued as block grants.

# MILITARY AIRPORT PROGRAM

The Military Airport Program (MAP) has been in existence since FY 1991. The MAP is a special set–aside of the discretionary portion of the Airport Improvement Program (AIP) to be used for capacity and/or conversion related projects at current and former military airports. Twelve airports were authorized for designation to the MAP in fiscal year 1997. Eight airports were previously designated to the program, and four were selected this year. The 1997 MAP allows the Secretary to fund capital development at current or former military airports that have been designated as a civil commercial service or reliever airport in the National Plan of Integrated Airport Systems. Specifically, the criterion requires that approved projects at any designated MAP location must be able to reduce delays at an existing commercial service airport that has more than 20,000 hours of annual delays in commercial passenger aircraft takeoffs and landings. The designated airports remain eligible to participate in the program for 5 fiscal years following their initial designation as participants.

The surplus military airports identified in the 1988, 1991, 1993, and 1995 DOD Base Realignment and Closure (BRAC) reports serve as a primary source of candidates for the MAP. To date, a total of 20 major military airfields have been converted to civil use. Of these former military airfields, 11 are currently designated as participants in the MAP. They are as follows: San Bernardino International (formerly Norton AFB), California; Guam International (formerly Agana NAS), Guam; Pease International Tradeport (formerly Pease AFB), New Hampshire; Myrtle Beach International (formerly Myrtle Beach AFB), South Carolina; Williams Gateway (formerly Williams AFB), Arizona; Austin–Bergstrom International (formerly Bergstrom AFB), Texas; Millington Municipal (formerly Memphis NAS), Tennessee; Homestead Regional (formerly Homestead AFB), Florida; Rickenbacker International (formerly Rickenbacker AFB), Ohio; Alexandria International (formerly England AFB), Louisiana; and Sawyer Airport (formerly K.I. Sawyer AFB), Michigan. Guam International, Pease International Tradeport, Myrtle Beach International, and Austin–Bergstrom International are primary commercial service airports. Alexandria International and Sawyer have become commercial service airports. San Bernardino International, Williams Gateway, Millington Municipal, Homestead Regional, and Rickenbacker International are reliever airports. The conversion and designation of these 11 closing military airfields have resulted in adding 16 major new runways to the civil inventory and 2 replacement runways for Austin. These runways range in length from 8,000 feet to 12,000 feet and are capable of accommodating the largest aircraft in the civil fleet.

The discretionary amounts granted to the designated airports are shown below. These airports contribute to the capacity of the national air transportation system by enhancing airport and air traffic control system capacity in their respective metropolitan areas, as well as by reducing current and projected flight delays. The projects approved for these airports included land acquisition; security improvements; runway, apron, and taxiway construction and improvements; lighting and terminal development; and other conversion–related projects.

Conversion–related projects are especially important to the newly converting bases. These bases can contribute significantly to the national air transportation system by providing the infrastructure upon which to build. To duplicate this investment in infrastructure with AIP funds would quickly deplete all appropriated funds for many years to come. However, these bases still require significant amounts of AIP funding to be properly retrofitted for civilian use. For example, terminal buildings are not normally found on military bases and must be constructed to provide adequate facilities for movement of passengers at commercial service airports.

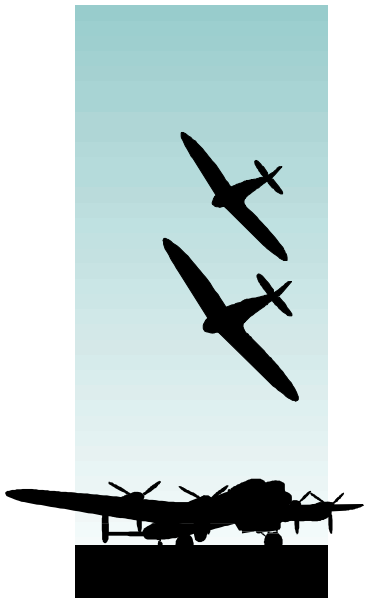
**Table 6 Military Airport Program Funds Awarded in FY 1997**

| *Location* | *MAP Funds* |
|---|---|
| **Pease International Tradeport, Portsmouth, NH** | **$4,400,000** |
| **Millington Municipal, Millington, TN** | **$1,677,730** |
| **Smyrna Airport, Smyrna, TN** | **$1,302,620** |
| **Austin–Bergstrom International, Austin, TX** | **$2,000,000** |
| **Laredo International, Laredo, TX** | **$2,000,000** |
| **Williams Gateway, Phoenix, AZ** | **$2,428,961** |
| **San Bernardino International, San Bernardino, CA** | **$2,171,000** |
| **Homestead Regional, Miami, FL** | **No funding this year** |
| **Alexandria International, Alexandria, LA** | **$600,000** |
| **Riickenbacker International, Columbus, OH** | **$1,178,000** |
| **Sawyer Airport, Gwinn, MI** | **$763,000** |
| **Myrtle Beach International, Myrtle Beach, SC** | **No funding this year** |
| **TOTAL** | **$18,542,253** |

The FAA is continuing to pursue a series of initiatives with the DOD, States, and local governments for joint civil and military use of existing military airfields and the conversion of military airfields being closed by DOD. There are currently about 44 military airfields closing as a result of the DOD's base closures programs approved in 1988, 1991, 1993, and 1995. It is anticipated that up to 36 of these military airfields will be converted to civil airports. To replicate the infrastructure at these military

airfields would require a total investment of about $36 billion. An AIP investment to date of only $211 million in MAP funds has secured this infrastructure for future civil use.

There are about 20 existing joint–use agreements in addition to the 18 long–term leases executed by the DOD that allow civil airport sponsors to operate at active military airfields and surplus military facilities. It is estimated that about one–third of the converting BRAC airports have the potential to become commercial service airports, one–third reliever airports, and a number of the remaining one–third to become general aviation airports. A number of these airfields are located in or near major metropolitan areas, and have the potential to add significant new airport capacity to the national airport system. It is estimated that these newly converted airports will provide about 40 additional major civil runways, with lengths up to 12,000 feet, capable of handling large civil aircraft. These 40 runways have the potential to handle an additional 6 million aircraft operations.



A current list of military airfields involved in the DOD BRAC program, including those converting to civil airports, is presented in Table B–6. It should be noted that the listing only includes military assets made surplus by the actions of the BRAC. Not all of these locations can or will participate in MAP funding. Also, some of the airports participating in the MAP were released by the DOD through other surplus disposal programs before the BRAC was instituted. Following Table B–6 is a summary of significant MAP projects funded in FY 1997.

# MAJOR CAPACITY, SAFETY, AND SECURITY PROJECT GRANTS

During FY 1997, $215.008 million of discretionary and $31.069 million of apportioned funds were awarded in grants to enhance or preserve the capacity, safety, and security of the Nation's airports. These grants provided Federal funding for projects to construct and improve runways, taxiways, air carrier aprons, and terminals at many capacity–constrained airports. In addition, approximately 92 percent of the $1.223 billion in Passenger Facility Charge (PFC) revenues collected in 1997 at the Nation's commercial service airports were allocated to projects that will preserve or enhance the capacity, safety, or security of the national air transportation system and/or will enhance competition among air carriers in that system. A short description of a few of these significant projects follows:

- **Fairbanks, Alaska:** A 1,500-foot runway extension project was substantially completed in September 1997. The project included the relocation of air navigation facilities and construction of an airport service road. The extension, to a final length of 11,800 feet, will accommodate service by fully loaded wide–body aircraft at the airport. This project was completed over a 2–year period under two separate AIP grants totaling $10.4 million.

- **Northwest Arkansas Regional Airport, Arkansas:** In 1991, five cities and two counties agreed to form the Northwest Arkansas Regional Airport Authority with the goal to develop a new regional airport to serve their communities. Major elements of this project are under construction including the airfield and related infrastructure, roadway, automobile parking facilities, and terminal building. The FAA issued an LOI in February 1997 in the amount of $29.5 million to assist in financing the construction of the airport. AIP funds have totaled $38.4 million in the previous 4 years. The project is progressing within targeted schedules and budgets, with an opening date of November 1998.

- **Phoenix, Arizona:** The official groundbreaking ceremony for construction of a third parallel runway at Phoenix Sky Harbor International Airport was held in May 1997. Runway 7–25 will be 7,800 feet long by 150 feet wide. The ***Phoenix Sky Harbor International Airport Capacity Enhancement Plan*** estimates the runway will increase the airport's VFR capacity by 44 percent to 156 operations per hour. Project complexity is increased because construction requires the phased demolition and relocation of the existing Arizona Air National Guard facilities. Relocation of several FAA facilities, including the Airport Surveillance Radar, was also required. Total project cost is estimated at $180.4 million. A series of AIP grants, totaling $88.4 million, were issued between fiscal years 1992 and 1997. The balance of $91.6 million (which includes the purchase of the Air National Guard leasehold interest) is being funded through passenger facility charges. Construction is scheduled to be complete in late 1999.

- **Chino, California:** A dedication ceremony for newly constructed Runway 8R–26L at Chino Airport was held in January 1997. With over 800 based aircraft and 225,000 annual operations, Chino is a major reliever serving the greater Los Angles area. Runway 8R–26L is 7,000 feet long by 150 feet wide and equipped with an instrument landing system (ILS). The new runway increases airport capacity and makes Chino a more attractive reliever by improving its capability to support a wider range of business jet and transport aircraft. Total project cost was approximately $34.0 million. A series of AIP grants, totaling $30.6 million, were issued between fiscal years 1992 and 1995.

- **Hartsfield Atlanta International Airport, Georgia:** A 1987 FAA airport capacity study recommended construction of a fifth parallel runway to reduce anticipated delays. The city and airlines agreed in 1997 to the financing of this $468 million development project. The FAA approved a $75 million LOI for AIP funds. This money, along with $198 million in passenger facility charges and additional sums from increased landing fees, will fund the 6,000-foot commuter runway that is scheduled to open in 2002. In addition, PFC revenues will provide the $11 million needed for the engineering design of this runway.

- **Chicago Midway, Illinois:** On January 7, 1998, work began on realigning Cicero Avenue, the first phase of Chicago's Midway Airport Terminal Development Program. This $722 million program will improve the operational efficiency, expand terminal capacity, and enhance the safety of Midway Airport. It includes a new terminal building and related facilities which will: increase terminal size from the present 260,000 square feet to 914,000 square feet; increase gates from 30 to 38; provide a new expanded commuter aircraft parking area; provide a new six level vehicle parking garage; and improve the roadway access to the airport terminal area. The program is being financed with a 33–year commitment of the airport's Airport Improvement Program (AIP) entitlement funds, a 13–year commitment of $124 million in AIP discretionary funding under an LOI, airport revenue bonds, and $191 million in passenger facility charges (for the terminal and access roads). The new airport terminal and associated airfield improvements are scheduled for completion in the year 2003.

- **Indianapolis International Airport, Indiana**: Development of a parallel 11,200–foot Category I/III ILS runway (5L/23R) was completed in 1997. The new runway replaces an existing closely spaced runway, thereby, permitting simultaneous parallel IFR approaches. The new runway will increase airport capacity and reduce system delays. The total runway cost was $61 million, with AIP funding providing $42 million under an LOI. Associated taxiway connections will be completed in 1998. PFC funds will contribute an additional $35 million to the runway and affiliated projects at the airport, including the taxiway improvements, road relocation, and environmental mitigation.

- **Des Moines, Iowa:** Construction is underway for a southwesterly extension of Runway 5–23. The crosswind runway extension allows departures to the west by larger aircraft that will move noise away from the residential areas to the east of the airport. The existing runway length is too short for larger jet aircraft departures especially during hot summer weather. AIP funding to date is approximately $12.2 million. Total cost for construction is estimated at $57 million, including relocation of a road. Completion is expected in 2001. PFC funds will contribute more than $2 million for land acquisition and road relocation associated with the runway extension, with significantly larger PFC allocations to terminal improvements at Des Moines.

- **Independence, Kansas:** The reconstruction and major improvement of crosswind Runway 4–22 at Independence Municipal Airport was completed in 1997. The work, which includes runway reconstruction, lighting, an Instrument Landing System, and other improvements, was funded by approximately $2.6 million in AIP grants. These improvements will support Cessna Aircraft Company, which began delivering aircraft from its new plant in 1997.

- **Detroit Metropolitan–Wayne County Airport, Michigan:** Since the early 1990's the FAA has supported major redevelopment work at Detroit Metropolitan–Wayne County Airport under an AIP LOI. The redevelopment work includes the construction of two new runways (Runway 9R–27L and Runway 4–22), construction of apron and taxiways for a new midfield terminal complex, improved highway access, and related land acquisition for development and noise mitigation. Construction is in progress and will last through 2002. Overall FAA financial support is approximately $300 million of the total $2.3 billion project. Additional funding is provided by passenger facility charge revenue of approximately $1,757 million, plus state, local, other Federal, and private sources. The total redevelopment project also includes construction of a new midfield terminal building complex. The new terminal facility will have 74 gates, including 10 for international departures. When the project is completed, the new facilities will provide improved airport facilities for passengers and increased capacity for aviation users. Detroit Metropolitan–Wayne County Airport is the 13th busiest airport in the world and is a major hub for Northwest Airlines.

- **Omaha, Nebraska:** A 1,000-foot extension of Runway 14R–32L was completed in late 1996 at a cost of $9 million, including $7.4 million in AIP grants. The runway was extended because of the need to expand the adjacent air cargo facilities. Without the extension, taxiways serving the air cargo area would have penetrated the previous runway protection zone. This project included relocation of a Category II instrument landing system and relied on the close cooperation of airport officials and various FAA organizations working as a team to complete all construction despite heavy rains and flooding.

- **Las Vegas, Nevada:** A project to reconstruct and upgrade Runway 1L-19R at Las Vegas McCarran International Airport was completed in October 1997. The project lengthened and widened an existing general aviation runway to air carrier standards. New runway dimensions are 9,770 feet long by 150 feet wide. By making this runway available for air carrier operations, airfield flexibility is increased and substantial capacity benefits can be realized. The ***Las Vegas McCarran International Airport Capacity Enhancement Plan*** estimates the runway upgrade will result in annual delay savings of 50,750 hours, or $5.22 million at current activity levels (approximately 425,000 annual aircraft operations). Future delay savings are estimated to increase to $632.5 million when annual aircraft operations reach 628,000. Total project cost was $81.8 million including $18.4 million in AIP and $63.8 million in passenger facility charges.

- **Manchester, New Hampshire:** Manchester Municipal Airport is positioned to supplement a significant portion of Boston Logan's air cargo and air passenger service in the northern Boston metropolitan area. System studies support this benefit and the need for longer runways to serve longer stage length markets. Accordingly, Manchester has started a major development program to meet this increasing demand. Although final planning has not been finalized, the development work may include 2,000–foot runway extensions for both runways, terminal building expansion to 23 aircraft gates and 17 loading bridges, airport parking expansion, and other supporting improvements. Work to extend Runway 6–24 started in 1997. Total cost for the development is estimated at $200 million, including financing costs. Anticipated funding sources include AIP funds, state grants, PFC–financed municipal bonds, PFC collections, and revenue bonds. The entire development program is expected to be completed by 2005.

- **Greater Buffalo International Airport, New York:** A new terminal building was opened in December 1997. This project is being funded through a $39 million AIP LOI and $79 million in passenger facility charge collections. The project replaces two antiquated and inefficient terminal buildings (to be demolished) with a single 15–gate terminal designed to accommodate existing and future demands effectively.

- **Charlotte, North Carolina:** The city of Charlotte has constructed a partial dual parallel taxiway to Runway 18R–36L and is expanding the air carrier apron. The new taxiway allows dual traffic flow. Also, the additional ingress and egress routes into the expanded terminal apron will facilitate holding and gate staging, decrease push–back and passing interaction, and reduce congestion in the west terminal area. The total cost of the project is approximately $19.7 million. AIP funding for the project has totaled $13.8 million. The dual taxiway and Phase I of the apron expansion have been completed. Phase II of the apron project will be completed by September 1, 1998. The delay saving in the year 2002 is estimated to be 2,845 annual delay hours, which equates to $4.6 million annually.

- **Philadelphia International Airport, Pennsylvania:** Preliminary work for a new commuter runway was completed in 1997. Actual construction began in the spring of 1998 with completion expected by December 1999. The new runway will increase capacity by separating smaller and slower commuter aircraft from larger air carrier aircraft. An instrument landing system and a precision runway monitoring system will permit simultaneous precision approaches at the airport. The estimated cost is $220 million. AIP investments have been $75.5 million to date. The funding also includes $19 million of PFC revenue.

- **Memphis International Airport, Tennessee:** The Memphis–Shelby County Airport Authority opened a new 9,000–foot third parallel runway in 1997 that will increase capacity for its passenger and cargo carriers. Memphis International Airport is a medium–hub airport and is one of the world's largest cargo airports. The FAA issued an AIP LOI for $68.28 million in 1993 to fund the runway and associated taxiways. PFC revenues funded $26.9 million of the costs of this project. The FAA is also working with the airport sponsor to help fund an extension of center field Runway 18C–36C by 2,700 feet to a total of 11,000 feet. This runway length will accommodate nonstop international flights without a “load penalty.” The extension is estimated to cost $14.5 million and completion is scheduled for May 2000. A $5 million AIP grant was awarded in 1997. PFC’s will cover some of the costs associated with land acquisition for this project.

- **Dallas/Fort Worth International Airport (DFW), Texas:** A new $324 million east Runway 17L–35R was completed and opened in October 1996. This runway brings the total number of available runways to seven, and makes DFW the first airport able to accommodate three simultaneous precision instrument approaches. This runway gives the airport nearly equal capacity during instrument flight rules (IFR) and visual flight rules (VFR), thereby reducing delays during bad weather at DFW as well as throughout the National Airspace System. To assist with the financing of the runway, the FAA issued an LOI in the amount of $100 million in 1992. Additionally, an FAA–approved passenger facility charge supports the runway construction. During the PFC collection period, approximately $132 million was collected and used for construction of the runway. AIP funding for the runway and environmental mitigation has totaled $164.5 million. Significant additional PFC revenues are being allocated to the construction of other runway projects at the airport.

- **Fort Worth Alliance Airport, Texas:** The FAA has provided financial support for taxiway and runway improvements at Fort Worth Alliance Airport to accommodate expanded use of the airport. A precision instrument approach to the airport is being upgraded to Category III. An all–cargo air carrier opened an overnight sorting facility at Alliance Airport in September 1997. The $214 million user funded facility was constructed over the past 2 years. Initially, the facility will serve 14 aircraft each night. As the facility becomes completely integrated into the company's operations, as many as 50 aircraft are expected to bring overnight parcels to the sorting facility each night. FAA has supported these enhancements to air cargo capacity with $10.9 million in AIP grant funds.

- **Midland International Airport, Texas:** Groundbreaking for a new terminal building was held in January 1997. The building will open for use in August 1998. The new terminal building will resolve numerous limitations and safety concerns related to the existing structure and will provide a facility that can be expanded as demand grows. The complex will also preserve and enhance capacity and furnish opportunities for enhanced competition among air carriers at Midland International Airport. This building is largely being funded with a combination of $9 million in AIP grant funds and $26.9 million in PFC revenues.

- **Austin–Bergstrom International Airport, Texas:** Austin–Bergstrom International Airport opened for air cargo operations in June 1997. The demand for air cargo transportation facilities in Austin outstripped the supply at Robert Mueller Municipal Airport, thus requiring the city to develop such facilities at the new airport prior to the opening for commercial passenger operation. With approximately $640 million in construction currently underway, the development of the new Austin–Bergstrom International Airport is under budget and on schedule for the May 1999 opening. The development of this airport is being accomplished with a combination of a $91 million AIP LOI, $333 million PFC revenue, and local funding sources.

- **Seattle–Tacoma International Airport, Washington:** Development of a third runway to allow the airport to maintain current traffic volumes even in bad weather began in 1997. The runway will be located 2,500 feet from Runway 16L–34R. The estimated cost of construction is $587 million. The FAA has approved a $161.6 million AIP LOI. This money, along with a planned $370 million in PFC collections, PFC–backed bonds, revenue bonds, and local airport development funds, will totally fund the 8,500 foot runway to be opened in late 2004.

- **Washington–Baltimore Area, Washington, DC:** All three of the airports—Dulles International, Washington National, and Baltimore Washington International, are making significant improvements in response to passenger growth through terminal expansion projects. Dulles opened a new $176 million midfield terminal complex in February 1998. The new terminal was funded with $150 million of PFC and $26 million of airport revenue. PFC revenues are also funding a $72 million extension of the main terminal at Dulles. In December 1997, Baltimore inaugurated a new international terminal. The $205 million facility (including financing cost) is being funded with PFC ($199 million) and airport revenue. Additional PFC revenues have been allocated to concourse extension, access road, and runway extension projects at Baltimore. The new terminal at Washington National opened in August 1997. The $328 million terminal is being financed with $66 million of PFC, a $95 million LOI, and airport revenues.

# LETTERS OF INTENT

The FAA is authorized to issue LOI's for only specific types of airport development projects and only to those airports with current aeronautical demands that are not likely to be accommodated with funds from current programs. If these airports can finance the cost of construction before receiving grants, they can be reimbursed from future program funds without penalty.

Before beginning construction, the FAA must approve the scope of work and the proposed funding plan. In addition to standard project criteria, FAA has required since October 1994 that a benefit/cost analysis accompany any LOI request. FAA also considers the sponsor's financial commitment to the project and the project's effect on the capacity of the national air transportation system.

Once agreement has been reached, the FAA prepares the LOI indicating the intent to provide future funding for the agreed–upon project in future years. This expression of intent on the part of FAA is sufficient to reduce the risk associated with making improvements now and not receiving reimbursement in future years. An airport receiving an LOI may proceed with the project without waiting for future AIP grants, and be assured that all allowable costs related to the airport development included in the approved LOI remain eligible for reimbursement. In most cases, the airports finance the projects with revenue bonds. Most airports are likely to receive more favorable bond rates since the Federal Government has supported the project and indicated an intent to provide grant funding in subsequent years.

LOI payments in FY 1997 totaled $150.6 million in discretionary funds and $38.4 million in airport sponsor entitlements. At the end of FY 1997, there were 25 LOI's with payment schedules totaling $1,015.2 million extending from 1998 through 2010.

In FY 1997, the following four LOI's were approved:

- ✓ **Chicago Midway**, Chicago, Illinois, totaling $124.0 million in discretionary funds over the period FY 1998–2010 to remove obstructions, rehabilitate runways, construct taxiways and apron, improve airfield lighting and access and service roads, and acquire land.

- ✓ **Northwest Arkansas Regional**, Fayetteville, Arkansas, totaling $29.5 million in discretionary funds over the period FY 1998–2001 to construct a new airport.

- ✓ **William B. Hartsfield Atlanta International**, Atlanta, Georgia, totaling $75 million in discretionary funds over the period FY 1999–2009 to construct a runway and taxiways.

- ✓ **Seattle–Tacoma International**, Seattle, Washington, totaling $161.6 million, of which $95.7 million is discretionary funds, over the period FY 1998-2010 to construct a runway.

# ENVIRONMENTAL RESPONSIBILITIES

The FAA assesses potential environmental impacts that may result from an airport development project before approving airport layout plan amendments or financing for the project. This evaluation is based on requirements contained in the National Environmental Policy Act of 1969 (NEPA) and other Federal laws, regulations, and orders which detail specific criteria to be used for protecting the human and natural environment. Specific areas of environmental concern include air quality, water quality, public recreation lands, farmlands, hazardous materials, historical and archeological sites, endangered species, coastal zones, wetlands, flood plains, and noise. This evaluation process provides FAA, other Federal, State, and local agencies, and the public a better understanding of a proposed airport project's potential environmental impacts and identifies measures to lessen or eliminate adverse effects.

FAA's detailed environmental evaluations, which ensure compliance with NEPA and other pertinent environmental directives, are predicated on the nature of the proposed action and the severity of its environmental impacts. FAA's Office of Airports has developed FAA Order 5050.4A, Airport Environmental Handbook, to define the scope of environmental evaluations. The order identifies the types of airport projects that normally fit predetermined scopes of analyses, which range from limited to very comprehensive. Although there is much commonality among projects at various airports, each project is still judged on its own merits. In addition to its published airport environmental procedures, the FAA provides updated guidance to its field offices as a result of revisions in laws and regulations enacted and promulgated by Congress, the President, and other Federal agencies.

The documents resulting from environmental analyses serve to protect environmental resources when Federal actions related to airports are being considered. FAA procedures identify the types of actions that require either an environmental assessment by the airport sponsor, a more detailed environmental impact statement prepared by the FAA, or a limited review based on a predefined category of excluded projects. Section 102(2)(C) of NEPA requires an environmental impact statement when a project would significantly affect the quality of the human environment. If, after detailed study, the impacts are determined to be insignificant (not exceeding any thresholds of significance set for the particular environmental impact being

evaluated), an appropriate determination will be made reflecting this finding.

The environmental process is one that can range greatly in complexity and duration. The FAA first reviews the proposed project to determine if it is one of a predefined category of excluded actions. These projects are commonly referred to as categorical exclusions (CE), and normally do not significantly affect specially protected resources, such as endangered or threatened species, historical properties with significant public interest for preservation, parkland, etc. If this determination can be made, no further environmental analysis is required.

If the project has the potential to affect environmental resources adversely, the FAA will assist the airport sponsor in preparing an environmental assessment (EA), based on the requirements outlined in FAA Order 5050.4A. If after reviewing the EA, the FAA concludes that the action would not significantly affect environmental resources, the FAA adopts the EA and prepares a document known as a Finding of No Significant Impact (FONSI). On the other hand, if the project will significantly affect the environment, the FAA must further analyze the severity of the impacts and evaluate measures that could reduce or eliminate adverse degradation of ecological systems. The formal document containing this detailed study is known as an environmental impact statement (EIS) and often uses the EA prepared by the airport sponsor as the basis for further analysis. FAA prepares the EIS. However, the FAA may be assisted by an FAA–selected consultant specializing in the evaluation and assessment of environmental impacts. The result is a document that identifies the environmental impacts resulting from federally approved airport layout plan revisions or federally financed airport projects and discusses measures to minimize those impacts.

# NOISE COMPATIBILITY

In FY 1992, the FAA began administering new Federal Aviation Regulations (FAR) Part 161, which was issued September 25, 1991. Part 161 implements provisions of the Airport Noise and Capacity Act of 1990 (ANCA) by establishing a national program for reviewing airport noise and access restrictions on Stage 2 and Stage 3 aircraft operations. Part 161 also advises airport operators on how ANCA and Part 161 apply to the airport noise compatibility planning process conducted under FAR Part 150. The FAA has established an interdisciplinary team to review airport noise and access restrictions as issues of applicability to ANCA and Part 161 are raised.

The FAA is continuing its effort to streamline noise compatibility planning under Part 150 to improve its effectiveness into the next century. A revised rule is being developed that will require airport operators to take into account the effect on the noise environment of ANCA's phase out of Stage 2 aircraft by the year 2000.

During FY 1997, FAA found 9 noise exposure maps in compliance with Part 150 and approved 21 noise compatibility programs (NCP) submitted by airport operators. These included nine new NCP's and 12 revisions or updates of programs previously approved by the FAA. At the close of FY 1997, 235 airports were participating in the program, including 213 with Federal planning grants to conduct the Part 150 analysis. At the end of FY 1997, 191 airports had approved programs successfully in place, and many of them have applied for funding to update their programs. Since an approved NCP is a prerequisite to receiving funds for most mitigation actions, most operators of airports where noise is a significant factor have participated in some level of noise planning. They view the opportunity to conduct planning and mitigation with Federal funds as a means to foster better relations with the adjacent and nearby communities.

## NEW FAA POLICY ON PART 150 APPROVAL OF NOISE MITIGATION MEASURES

Beginning October 1, 1998, the FAA will approve remedial noise mitigation measures under Part 150 only for noncompatible development that exists as of that date. Noncompatible development that may potentially occur on or after October 1, 1998, may only be addressed in Part 150 programs with preventive noise mitigation measures. This policy will affect the use of AIP funds to the extent that such funding is dependent on approval under Part 150. Approval of noise mitigation measures for bypassed lots or additions to existing structures within noise–impacted neighborhoods, additions to existing noise–impacted schools or other

community facilities required by demographic changes within their service area, formerly noise compatible uses that have been rendered noncompatible as a result of airport expansion or changes in airport operations, and other reasonable exceptions to this policy on similar grounds must be justified by airport operators in submittals to the FAA and will be considered on a case-by-case basis. This policy does not affect AIP funding for noise mitigation projects that do not require Part 150 approval that can be funded with PFC revenue, or that are included in FAA-approved environmental documents for airport development.

# DISADVANTAGED BUSINESS AND CIVIL RIGHTS REQUIREMENTS

Sections 47113 and 47107 (e) of Title 49, U.S.C. specify, except to the extent the Secretary decides otherwise, that at least 10 percent of AIP funds made available for obligation be expended with small business concerns owned and controlled by socially and economically disadvantaged individuals. The Secretary has established a goal of at least 10 percent participation by disadvantaged business enterprises (DBE) in AIP projects and, at certain airports, in airport concessions. These requirements can be found in Department of Transportation Regulations at 49 C.F.R. 23.

During the past fiscal year, DBE's received 18.5 percent of contract dollars awarded under the AIP. Of this amount, 5.9 percent was awarded to women–owned firms, and 12.6 percent to firms owned by minorities or other disadvantaged individuals. DBE concessionaires earned 10.5 percent of the total gross receipts generated by all concessions at primary airport locations.

During FY 1997, FAA regional civil rights staffs completed 11 desk audits and onsite compliance reviews under the departmental rule. Civil rights staffs conducted two post–award reviews for compliance with Title VI of the Civil Rights Act of 1964. The nondiscrimination provisions of Title VI are incorporated into Executive Order 12898 on environmental justice. Ten DBE program complaints, 1 Title VI complaint, and 21 complaints under the Americans with Disabilities Act were informally resolved.

# PASSENGER FACILITY CHARGE PROGRAM

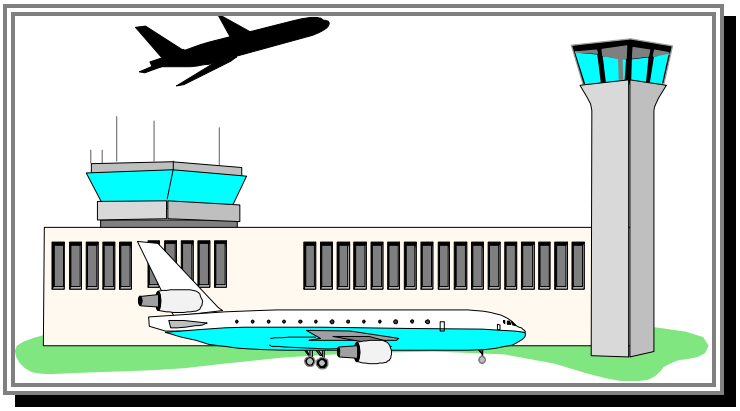
The Passenger Facility Charge (PFC) Program, first authorized by the Aviation Safety and Capacity Expansion Act of 1990 and now codified under Section 40117 of Title 49 U.S.C., provides an important, additional source of capital for expansion and repair of the Nation's airport infrastructure. This legislation allows public agencies controlling commercial service airports, after receiving approval from the FAA, to charge enplaning passengers using the airport a $1, $2, or $3 facility charge.

FAA headquarters and regional personnel administer the PFC program by ensuring that the following conditions are met: projects proposed for PFC funding meet statutory objectives and eligibility requirements; PFC projects are adequately justified: PFC revenues do not exceed allowable project costs; PFC collections are correctly remitted to public agencies; the PFC collection process is reasonable and nondiscriminatory; and the public agency conforms to other requirements and assurances in the PFC regulation. Also, PFC Branch and regional personnel ensure that PFC information is coordinated with the air carriers at airports participating in the PFC program.

PFC collections and AIP funds are complementary in the overall funding of airport improvements. The majority of PFC–approved projects are also AIP–eligible, although there is broader eligibility under the PFC program for noise compatibility measures and terminal gates and related areas. One major use of PFC is as the local "match" funds for AIP grants, particularly at nonhub primary airports. Figure B–6 illustrates the manner in which AIP funds and PFC revenues are used and compares the types of development items funded by each fund source.

In FY 1997, the FAA approved or partially approved 130 applications for PFC collections at 116 locations, of which 28 were new locations. PFC collections enabled by these and earlier approvals have made significant contributions to many of the major capacity, safety, and security projects described beginning on Page 24 of this report. Airports for which PFC applications for major amounts of collections were approved in FY 1997 included Boston/Logan International, Hartsfield Atlanta International, Cleveland–Hopkins International, Detroit Metropolitan Wayne County, and Metropolitan Oakland International.

As of September 30, 1997, a total of 283 locations had been approved for PFC's since the program's inception in 1991. Total authorized PFC collections for these 283 locations totaled over $16.10 billion. Of those primary hub airports eligible to collect PFC's, 78 percent were doing so as of the end of the fiscal year, with 59 percent of nonhub primary airports collecting PFC's. Participation in the PFC program falls off sharply at the level of nonprimary commercial service airports, with only 9 percent of these airports collecting PFC's as of the end of FY 1997



# CONDITION AND PERFORMANCE

The FAA monitors the condition and performance of the airport system and includes an extensive report on the subject in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS report concentrates on six factors: capacity, safety, noise, pavement condition, accessibility, and financial performance.

The NPIAS indicates that the expansion of capacity of the airport system has effectively kept pace with increased demand for air transportation in recent years. As a result, the average delay per aircraft operation has remained fairly constant since 1990, except for an increase in 1996 that is probably attributable to a change in air traffic procedures to ensure safe spacing to avoid wake turbulence. Projections indicate that delay will increase in the future if no new runways are added to the busiest airports. The FAA is encouraging the development of needed new runways to add capacity, help control airport congestion, and reduce projected increases in delay.

Safety–related development receives the highest priority under the AIP, and this contributes to the excellent level of safety at public airports.

Aircraft noise is a major constraint on the operation of airports, but the situation is improving. The residential population exposed to unacceptably high levels of noise has declined from 7 million in 1975 to less than 2 million today. Further improvement is expected, with the affected population falling under 0.6 million in the year 2000.

Airfield pavement has an average useful life of 15 to 20 years, after which major rehabilitation is necessary. The AIP has been very effective in helping airport operators to conduct rehabilitation in a timely manner. The NPIAS reports that 95 percent of the runway pavement at NPIAS airports is in good or fair condition.

The AIP has helped to make air transportation available on demand to most Americans. There are 538 commercial service airports that are convenient to 70 percent of the Nation's population, particularly residents of urban areas. Another 2,806 reliever and general aviation airports provide additional coverage, particularly in rural areas. Collectively, 98 percent of all Americans reside within 20 miles, or 30 minutes travel time, of an AIP-eligible airport.

The AIP has been important to the financial operations of airports, accounting for about 25 percent of the public investment in airport improvements. AIP grants are essential for development projects at thousands of lower–activity airports where all revenues are used for

operations and maintenance. AIP grants are also effective in expediting safety–related development and capacity improvements at the busiest airports.

Performance measurement has taken on a major role due to the Government Performance and Results Act (GPRA) of 1993. The GPRA requires Federal agencies to set targets for achievement, expressed in measurable terms. The GPRA measurement focuses on broad outcomes like improved safety and lower noise exposure. The goals and measurements are tracked through strategic plans, annual performance plans, and program performance reports. Future reports of AIP accomplishments will increasingly emphasize the effect of AIP on the condition and performance of the airport system.

# INTERMODALISM

Growth in air travel, congestion of urban highways, and environmental concerns have drawn increased attention to the adequacy of ground access to airports, particularly major airports in large metropolitan areas. The Federal Highway Administration (FHWA) and the Federal Aviation Administration developed and issued, in December 1996, a report entitled Intermodal Ground Access to Airports: A Planning Guide. The report provides policy guidance, rules of thumb, data, and analytical techniques related to airport access. It is intended for use by airport operators, local government, metropolitan planning organizations, consultants, and others involved in the identification and resolution of access problems.

FAA will continue to work in partnership with FHWA and the Federal Transit Administration to encourage future patterns of access to major airports that optimize the role of public transportation and high occupancy vehicles. This includes research activities, preparation and dissemination of technical reports, and training for transportation planners in metropolitan planning organizations, state departments of transportation, and airport operators.

# NEW PILOT PROGRAMS

The Federal Aviation Reauthorization Act of 1996 (Public Law 104–264, October 9, 1996) extended AIP until September 30, 1998. Various changes were made to the formulas for computing primary and cargo apportionments, State apportionments, and discretionary set–asides. Also, three new pilot programs for innovative financing techniques, routine pavement maintenance, and privatization of airports were added to the program.

## INNOVATIVE FINANCING

The innovative finance demonstration program gave FAA the authority to approve up to ten projects under the AIP to test and evaluate three specific innovative finance techniques not otherwise eligible using AIP funds. They are as follows: payment of interest; commercial bond insurance and other credit enhancements associated with airport bonds; and flexible non–Federal share matching requirements.

Five projects were approved in FY 1997. Each of the 1997 innovative finance projects used the flexible non–Federal matching provision, although other project factors differed substantially. A brief discussion of the innovative finance demonstration program projects is as follows:

- ✓ Louisville, Kentucky, has initiated noise mitigation involving relocation housing and, in conjunction with local agencies, the airport initially received $3 million, which is a 50–percent Federal share, to achieve project benefits in 3 years instead of 15.

- ✓ North Carolina, which is a participant in the State block grant program, received $1 million, and it applied these funds at less than the traditional 90–percent Federal share to continue construction of a realigned runway at Lexington, North Carolina.

- ✓ Indiana received $1.36 million to reconstruct a runway at Muncie, Indiana, and construct a new parallel taxiway in Columbus, Indiana, under the State sponsorship of AIP airport projects provision using the flexible non–Federal matching shares to reduce the Federal share.

- ✓ Illinois, which is another State block grant program participant, received $0.9 million to begin construction of a runway at Chicago/Romeoville, Illinois, using privately donated equipment, labor, and other items to reduce out–of–pocket project cost by more than 50 percent.

- ✓ Texas, a third State block grant program participant, received $1 million for various airport projects, with an overall Federal share of 75 percent, to install automated weather observing systems, visual approach aids, and protective fencing.

## PAVEMENT MAINTENANCE

In the Federal Aviation Reauthorization Act of 1996, Congress established a pilot program to test the merits of permitting AIP funds to be used for routine maintenance of airport pavement. The routine pavement maintenance pilot program allows crack sealing and related periodic work on a stand alone basis at nonprimary airports in ten AIP projects through September 30, 1999.

The FAA defines routine maintenance to include cleaning, filling, and sealing cracks in the pavement as well as patching distressed pavement areas and cleaning drainage areas and structures related to the pavement. This program is designed to maintain and extend the useful life of runways, taxiways, and aprons at smaller airports where routine maintenance, generally a requirement of airport sponsors to be funded from local funds, may be delayed by the airport due to the cost involved.

During FY 1997, FAA approved AIP grants under this pilot program to the following States to oversee the multi–location project at the airports within their jurisdiction:

- **New Hampshire**–Dillant–Hopkins, Mt. Washington Regional Airport, Skyhaven Airport, Boire Field Airport, and Berlin Municipal Airport;
- **Vermont**–Newport State Airport, Morrisville–Stowe State Airport, Springfield, and State/Hartness Airport; and
- **Alabama**–various airports.

The FAA also approved an additional AIP grant under the pilot program to the **Port of Portland, Oregon,** for airports it controls, including Portland–Hillsboro Airport, Portland–Mulino Airport, and Portland–Troutdale Airport.

# AIRPORT PRIVATIZATION

The Airport Privatization Pilot Program authorizes the FAA to exempt up to five airports from certain Federal requirements pertaining to the use of airport revenue. Airports participating in the program may be exempt from requirements to repay Federal grants, to return property acquired with Federal assistance, and to use the sale or lease proceeds for airport improvements only.

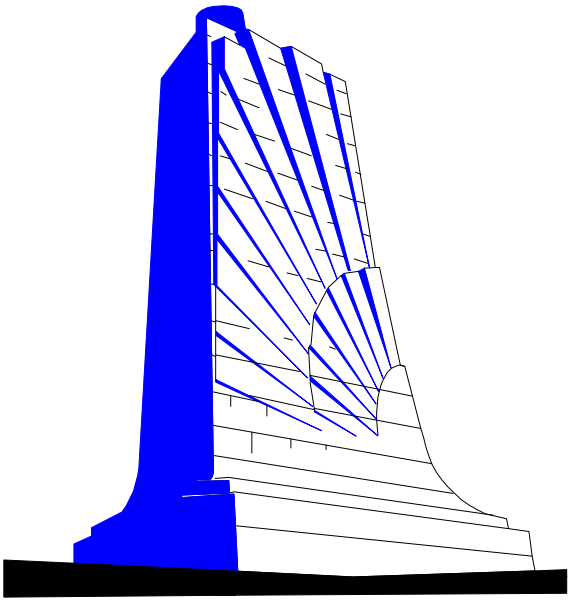
Of the five airports authorized in legislation, the following options and limitations apply: general aviation airports can be leased or sold; only one large–hub air carrier airport can be included in the program; and air carrier airports can only be leased.

In May 1997, the Department of Transportation and the Federal Aviation Administration conducted a public meeting to solicit public comment from industry sources and interested parties on the draft application procedures for the pilot program. In September 1997, final application procedures were published in the Federal Register.

No applications were received in FY 1997. As required by statute, a report will be submitted to Congress 2 years after the first application is approved for exemption.

# APPENDIX A

## PROGRAM HISTORY



**Wright Brothers Memorial, Kitty Hawk, NC**

The Federal Government initiated a grants–in–aid program shortly after the end of World War II to promote the development of a system of civil airports to meet the Nation's needs. This early program, the Federal–Aid Airport Program (FAAP), was established with the passage of the Federal Airport Act of 1946 and funded from the general fund of the Treasury. FAAP grants could be used for basic airport development, including airfield construction, passenger terminals, entrance roads, and land needed for the airport.

The Airport and Airway Development Act of 1970 established a more comprehensive program. This Act provided grant assistance for airport planning under the Planning Grant Program (PGP) and for airport development under the Airport Development Aid Program (ADAP). The source of funds was a newly established Airport and Airway Trust Fund that derives its revenues from aviation user taxes on items such as airline fares, air freight, and aviation fuels. The Act was amended several times and was extended 1 year before expiring on September 30, 1981.

The Airport and Airway Improvement Act of 1982 (Title V of the Tax Equity and Fiscal Responsibility Act of 1982, Public Law 97–248, September 3, 1982) established the successor grant program. The Airport Improvement Program (AIP) provides assistance under a single program for

airport planning and development with user taxes from the Airport and Airway Trust Fund. The 1982 Act also provides funds to conduct noise compatibility planning and to implement noise compatibility programs that are authorized by the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96–193).

The Airport and Airway Improvement Act has been amended several times. The first, enacted barely 1 month after the basic statute, was the Continuing Appropriations Act (Public Law 97–276, October 2, 1982). It provided authority to convert unused apportioned funds for use in the award of discretionary grants. The Surface Transportation Assistance Act (Public Law 97–424, January 6, 1983) increased the annual authorizations for AIP for FY 1983–FY 1985.

The Airport and Airway Safety and Capacity Expansion Act of 1987 (Public Law 100-223, December 30, 1987) extended the AIP grant authority for 5 years. It authorized $1.7 billion each fiscal year through 1990 and $1.8 billion each year for FY 1991 and FY 1992. This Act also authorized the FAA to use the LOI process to approve high–priority capacity projects with funds that become available in future fiscal years. The LOI indicates to a sponsor Federal approval of a proposed project's scope and the timing for its accomplishment. It also indicates the Federal intent to fund the project in subsequent years. It permits the sponsor to begin construction of the project without an official grant award and to obtain reimbursement for allowable project costs for the development specified in the LOI. Yearly increments of funds are paid from grants, subject to the future availability of AIP funds. Another provision of the 1987 amendment was authorization of a State Block Grant Program in three States during FY 1990 and FY 1991. The amendment also established a Disadvantaged Business Enterprise (DBE) Program to help small business concerns owned and controlled by socially and economically disadvantaged individuals. Under the DBE Program, not less than 10 percent of the AIP funds made available yearly for approved construction projects must be awarded to DBE firms and individuals.

The Aviation Safety and Capacity Expansion Act of 1990 (Public Law 101–508, November 8, 1990) authorized FAA to approve collection and use of Passenger Facility Charges (PFC) by public agencies owning or operating commercial service airports. PFC revenue provides airports another source of funds to finance airport–related projects. Approved projects must meet one of the following objectives: preserve or enhance safety, capacity, or security; reduce airport noise; or furnish opportunities for enhanced competition between or among air carriers. This Act also established a Military Airport Program (MAP) for civil airports located at current or former military airfields. The MAP is intended to help improve the capacity of the national transportation system by enhancement of civil airport and air traffic

control systems at designated locations in or near major metropolitan areas. Further, the Act extended the State Block Grant Program through FY 1992, and it increased the AIP authorization for FY 1992 to $1,900 million.

The Airport and Airway Safety, Capacity, Noise Improvement, and Intermodal Transportation Act of 1992 (Public Law 102–581, October 31, 1992) authorized the extension of AIP at a funding level of $2,050 million through FY 1993. This Act included a number of changes in AIP. The primary changes include the expanded eligibility of development under the MAP; eligibility for the relocation of air traffic control towers and navigational aids (including radar) if they impede other projects funded under the AIP; the eligibility of land, paving, drainage, aircraft deicing equipment, and structures for centralized aircraft deicing areas; and projects to comply with the Americans with Disabilities Act of 1990, the Clean Air Act, and the Federal Water Pollution Control Act. The Act also increases the number of States that may participate in the State Block Grant Program from three to seven and extends that program through FY 1996.

Three statutes were enacted during FY 1994 that affected AIP. The AIP Temporary Extension Act of 1994 (Public Law 103–260, May 26, 1994) extended the authorization of AIP until June 30, 1994. It provided that the minimum amount to be apportioned to a primary airport based on passenger boardings would be $500,000. The act also made modifications to the percentage of AIP funds that must be set–aside for reliever airports (reduced from 10 percent to 5 percent), for commercial service, nonprimary airports (reduced from 2.5 percent to 1.5 percent) and for system planning projects (increased from 0.5 percent to 0.75 percent). It also provided a minimum level of discretionary funds after August 1, 1994. If discretionary funds remaining after all formulas and set–asides are calculated are less than $325 million, all set–asides and apportionments (except Alaska supplemental funds) must be reduced by equal percentages to provide this minimum level of discretionary funds. Eligibility for terminal development was expanded to allow the use of discretionary funds at reliever airports and primary airports enplaning less than 0.05 percent of annual national enplanements.

Public Law 103–272 (July 5, 1994), Codification of Certain U.S. Transportation Laws at 49 U.S.C., repealed the Airport and Airway Improvement Act of 1982, as amended, and the Aviation Safety and Noise Abatement Act of 1979, as amended, and recodified them without substantive change at Title 49, U.S.C. Several notable name changes were contained in the recodification language. The term *enplanements* was replaced with the term *passenger boardings*. The codification also refers to

*passenger facility fees* instead of *passenger facility charges*. These terms, when used in a discussion of legislative provisions and program objectives, are interchangeable.

The Federal Aviation Administration Authorization Act of 1994 (Public Law 103-305, August 23, 1994) extended AIP until September 30, 1996. Significant changes to AIP included increasing the number of airports that can be designated in the MAP from 12 to 15, but required that FAA find that projects at newly designated airports will reduce delays at airports with 20,000 hours of delay or more; expanded eligibility to include universal access control and explosives detection security devices; and required a number of actions by FAA and airport sponsors regarding airport rates and charges and airport revenue diversion.

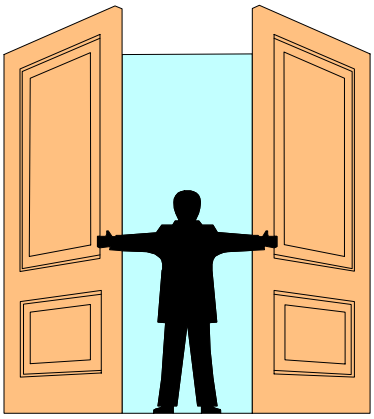
The Federal Aviation Reauthorization Act of 1996 (Public Law 104–264, October 9, 1996) extended AIP until September 30, 1998. Various changes were made to the formula computation of primary and cargo entitlements, State apportionment, and discretionary set–asides. Specifically, under primary airport entitlements, the formula was adjusted by changing the credit for the number of enplaning passengers over 500,000 from $0.65 to: (a) $0.65 for the passengers from 500,000 up to 1 million, and (b) $0.50 for each passenger over 1 million. Cargo entitlements were decreased from 3.5 percent of AIP to 2.5 percent of AIP. The previous cap of 44 percent of AIP for primary and cargo entitlements was removed.

State apportionments were increased from 12 percent of AIP to 18.5 percent, with the previous set–asides for reliever and nonprimary commercial service airports removed. The eligibility for use of State apportionments was expanded to include nonprimary commercial service airports. The system planning set-aside was also eliminated.

The noise and MAP set–aside computations were also changed from 12.5 percent and 2.5 percent of total AIP, respectively, to 31 percent and 4 percent of the discretionary fund. In addition, previously there was a minimum level of $325 million for the discretionary fund after subtraction of the various apportioned funds and set–asides. The new Act changed the minimum level to $148 million over the payments necessary for LOI payments (for LOI's issued prior to January 1, 1996) from the discretionary fund.

Three new pilot programs for innovative financing techniques, pavement maintenance, and privatization of airports were added to the program. Other changes included changes to the MAP in the number of airports under the program, criteria for selection, project eligibility, and permission to extend MAP participants for an additional 5–year period. The State block grant program was formally adopted by removing the designation of "pilot" and the number of participant States was increased from 7 to: (a) 8 States in 1997, and (b) 9 States in 1998.

The Act also aligned PFC and AIP to permit both to be used for funding projects to comply with Federal mandates and to relocate navigational aids and air traffic control towers. These relocations are eligible only when needed in conjunction with approved airport development using AIP or PFC funding. Finally, new provisions for revenue diversion enforcement were added to FAA's authority.



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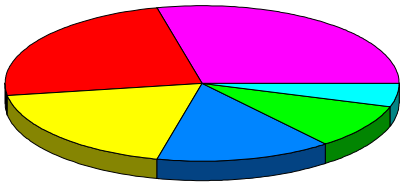
# APPENDIX B

## FIGURES AND TABLES

Figures and tables mentioned earlier in the Foreword and body of the narrative are shown on the following pages. These supplement the tables and figures included and described in the body of the report. Figure B-1



shows, by airport funding category, the cumulative number of grants awarded since the beginning of the AIP. Figure B-2 shows, by airport funding category, the cumulative amounts of funds associated with these grants. Following these figures is Table B-1. It shows the types of airport development and planning work elements plus the AIP funds associated with these grants over the life of the AIP. Figure B-3, based on data in Table B-1, illustrates the distribution of the apportioned grant funds awarded under the AIP. This and the next two figures, also based on data in Table B-1, further illustrate the distribution of discretionary and total combined grant funds. Figure B-4 depicts discretionary funding. Figure B-5 depicts the combined grant funds.

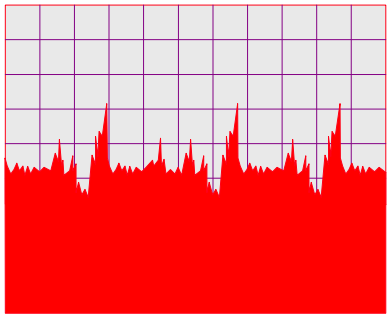


Figure B-6 illustrates the manner in which AIP funds and PFC revenues are used and compares the types of development items funded for fiscal year 1997 only. Following in Figure B-7 is a depiction of the comparable data over the 6-year period that PFC's have been available for use by airport sponsors. Figure B-8 depicts the distribution of AIP funds during the period of PFC authorization based on development and planning type work elements. Table B-2 provides a display of grant totals for the fiscal year based on airport types, block grants, and system plans for the states and territories. Table B-3 shows the impact in FY 1997 of the reductions as a result of an obligation limitation of $1,460,000,000. Table B-4 shows the AIP yearly authorizations, obligation limitations, actual obligations, and grant totals. Table B-5 provides an array of the primary airports in descending order of passenger boardings, with hub designation indicated for each category. Table B-6 shows a current list of military airfields involved in the DOD Base Realignment and Closure program, including those converting to civil airports. Table B-7 provides an array of the individual grants awarded during the fiscal year and includes an abbreviated description of the work in each grant.

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**Figure B–1**

Airport Improvement Program
Fiscal Years 1982 – 1997

# Cumulative Number Grants Awarded

**(By Airport Funding Category)**

| Funding Category | Commercial Service | | | | | Reliever | General Aviation | State Block Grant Program | System Planning | Totals |
|---|---|---|---|---|---|---|---|---|---|---|
| | Primary Hub | | | | Nonprimary | | | | | |
| | Large | Medium | Small | Non | | | | | | |
| Number Grants Awarded | 1,183 | 1,322 | 2,018 | 3,281 | 1,462 | 2,236 | 6,130 | 71 | 866 | 18,569 |
| Percentage of Total Grants Awarded | 6.37% | 7.12% | 10.87% | 17.67% | 7.87% | 12.04% | 33.01% | 0.38% | 4.66% | 100.00% |

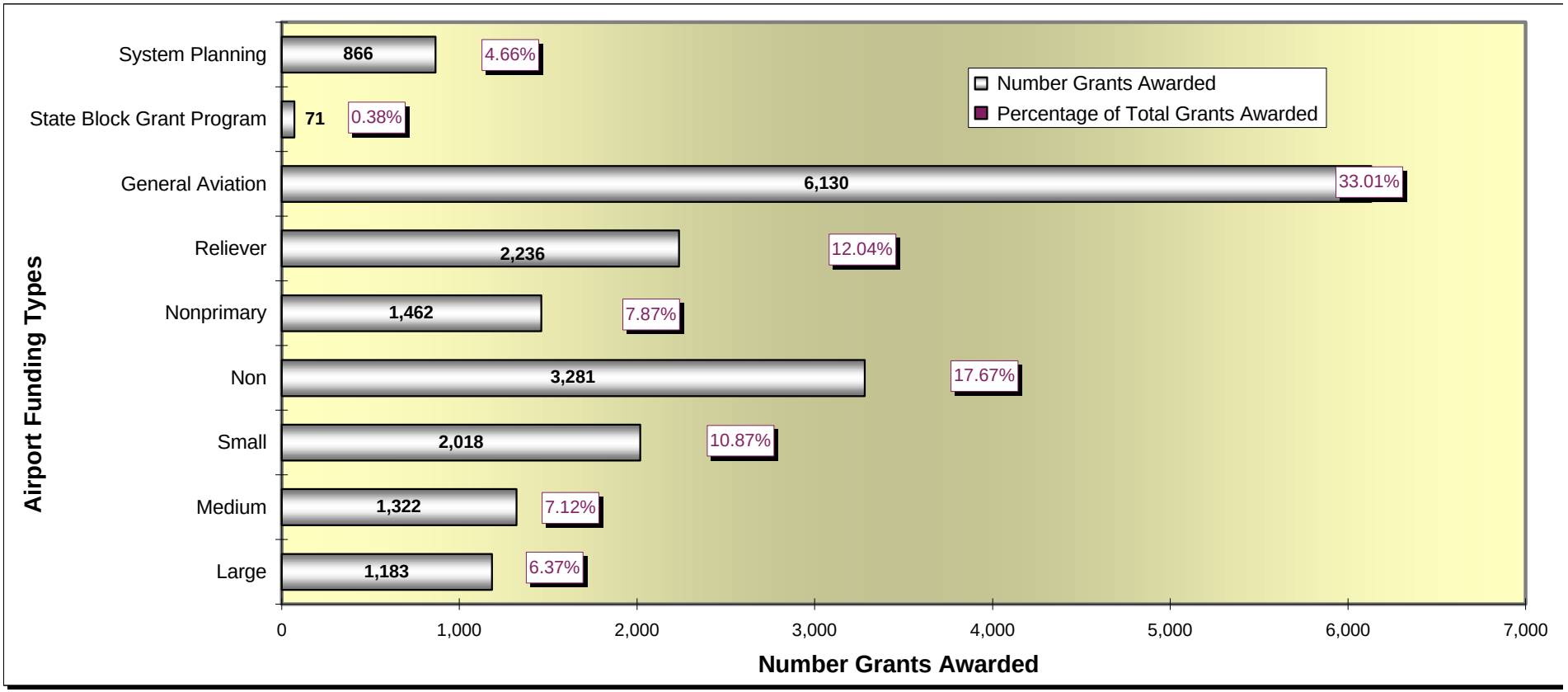

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**Figure B–2**

Airport Improvement Program
Fiscal Years 1982 – 1997

## Cumulative Funds Awarded

**(By Airport Funding Category)**

| Funding Category | Commercial Service | | | | | Reliever | General Aviation | State Block Grant | System Planning | Totals |
|---|---|---|---|---|---|---|---|---|---|---|
| | Primary Hub | | | | Nonprimary | | | | | |
| | Large | Medium | Small | Non | | | | | | |
| Discretionary | $2,516,121,985 | $1,702,759,113 | $1,213,774,008 | $1,031,810,639 | $679,083,235 | $1,834,651,469 | $509,795,927 | $256,860,489 | $130,521,218 | $9,875,378,083 |
| Percentage of Total Discretionary | 25.48% | 17.24% | 12.29% | 10.45% | 6.88% | 18.58% | 5.16% | 2.60% | 1.32% | 100.00% |
| Apportioned | $2,910,756,515 | $1,814,969,057 | $1,719,466,840 | $1,487,447,332 | $127,186,105 | $187,038,635 | $2,164,246,540 | $247,456,781 | $5,184,750 | $10,663,752,555 |
| Percentage of Total Apportioned | 27.30% | 17.02% | 16.12% | 13.95% | 1.19% | 1.75% | 20.30% | 2.32% | 0.05% | 100.00% |
| Number Grants Awarded | $5,426,878,500 | $3,517,728,170 | $2,933,240,848 | $2,519,257,971 | $806,269,340 | $2,021,690,104 | $2,674,042,467 | $504,317,270 | $135,705,968 | $20,539,130,638 |
| Percentage of Total Grants Awarded | 26.42% | 17.13% | 14.28% | 12.27% | 3.93% | 9.84% | 13.02% | 2.46% | 0.66% | 100.00% |

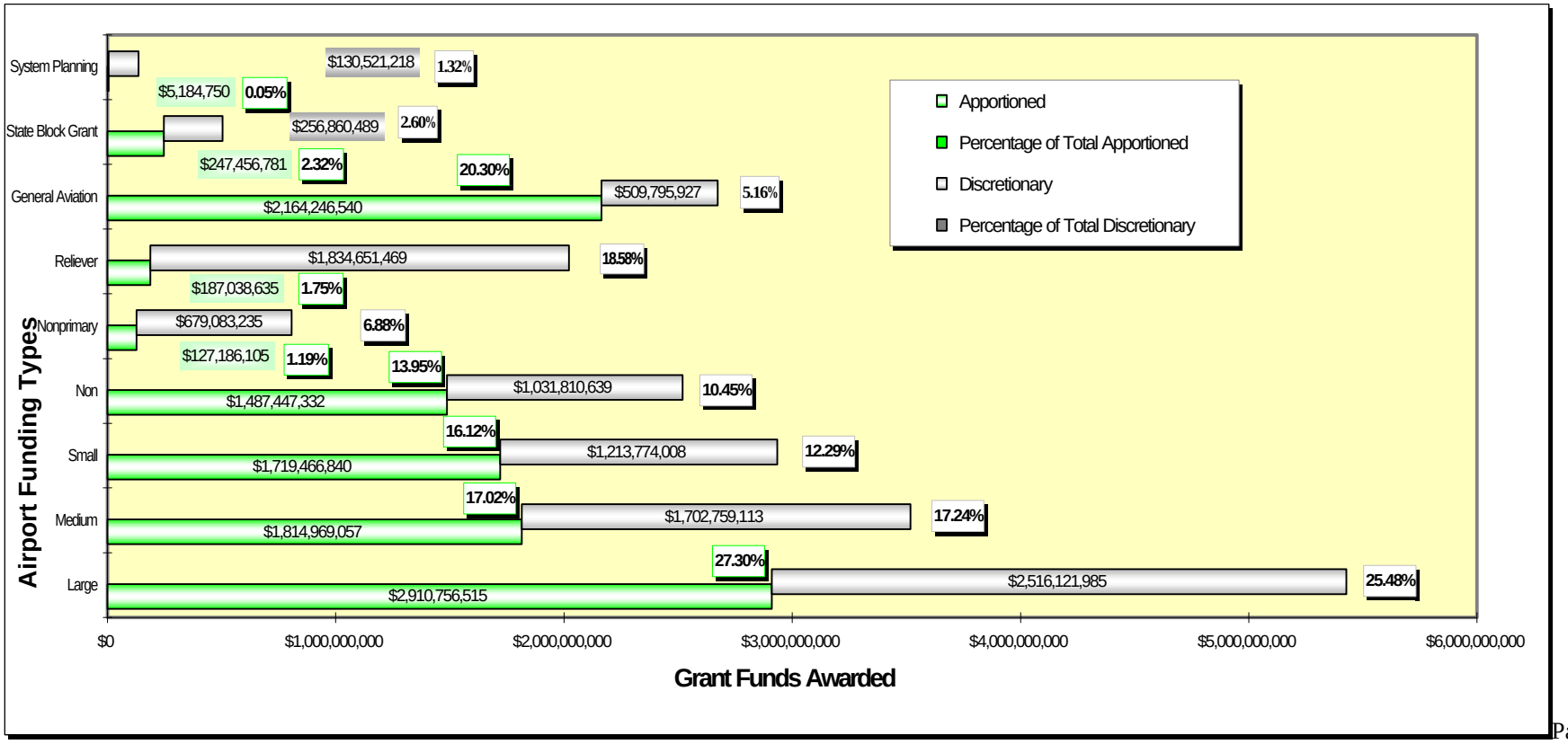

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**Table B-1**

Airport Improvement Program
Fiscal Years 1982 - 1997

# Cumulative Total Grants Awarded

(By Development/Planning type and Funding Type)

| Development/Planning Type | | Apportioned Grant Funds | | Discretionary Grant Funds | | Combined Grant Funds Awarded | |
|---|---|---|---|---|---|---|---|
| Abbrev-iation | Description | Total Funds Awarded | Percentage of Total | Total Funds Awarded | Percentage of Total | Total Funds Awarded | Percentage of Total |
| PL | Planning | 164,648,775 | 1.54% | 235,333,223 | 2.38% | 399,981,998 | 1.95% |
| SS | Safety & Security (Required by Regulation) | 633,681,392 | 5.94% | 579,986,427 | 5.87% | 1,213,667,819 | 5.91% |
| C-RW | Landing Area Construction–Runways | 2,316,834,658 | 21.73% | 2,612,773,282 | 26.46% | 4,929,607,940 | 24.00% |
| C-TW | Landing Area Construction–Taxiways | 1,828,319,714 | 17.15% | 1,413,828,400 | 14.32% | 3,242,148,114 | 15.79% |
| C-A | Landing Area Construction–Aprons | 1,562,217,382 | 14.65% | 1,128,548,275 | 11.43% | 2,690,765,657 | 13.10% |
| NS-LN | Noise Control (Excluding Landing Area)–Land | 351,517,153 | 3.30% | 1,082,261,979 | 10.96% | 1,433,779,132 | 6.98% |
| NS-O | Noise Control (Excluding Landing Area)–Other | 152,096,399 | 1.43% | 701,861,442 | 7.11% | 853,957,841 | 4.16% |
| LNW | Lighting, Navaids, Weather Equipment | 704,858,484 | 6.61% | 441,294,604 | 4.47% | 1,146,153,088 | 5.58% |
| B-T | Buildings–Terminal | 812,071,261 | 7.62% | 70,948,105 | 0.72% | 883,019,366 | 4.30% |
| B-O | Buildings–Other | 118,534,625 | 1.11% | 32,317,921 | 0.33% | 150,852,546 | 0.73% |
| LN | Land (Other than for Noise Compatibility) | 754,562,687 | 7.08% | 860,006,227 | 8.71% | 1,614,568,914 | 7.86% |
| RD | Roadways | 731,032,687 | 6.86% | 249,352,286 | 2.52% | 980,384,973 | 4.77% |
| MS | Miscellaneous | 285,920,557 | 2.68% | 211,445,423 | 2.14% | 497,365,980 | 2.42% |
| SB | State Block Grants | 247,456,781 | 2.32% | 255,420,489 | 2.59% | 502,877,270 | 2.45% |
| | **Total** | **$10,663,752,555** | **100.00%** | **$9,875,378,083** | **100.00%** | **$20,539,130,638** | **100.00%** |

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**Figure B-3**

Airport Improvement Program
Fiscal Years 1982 - 1997

# Cumulative Apportioned Grants Awarded

(By Development/Planning Type and Funding Type)

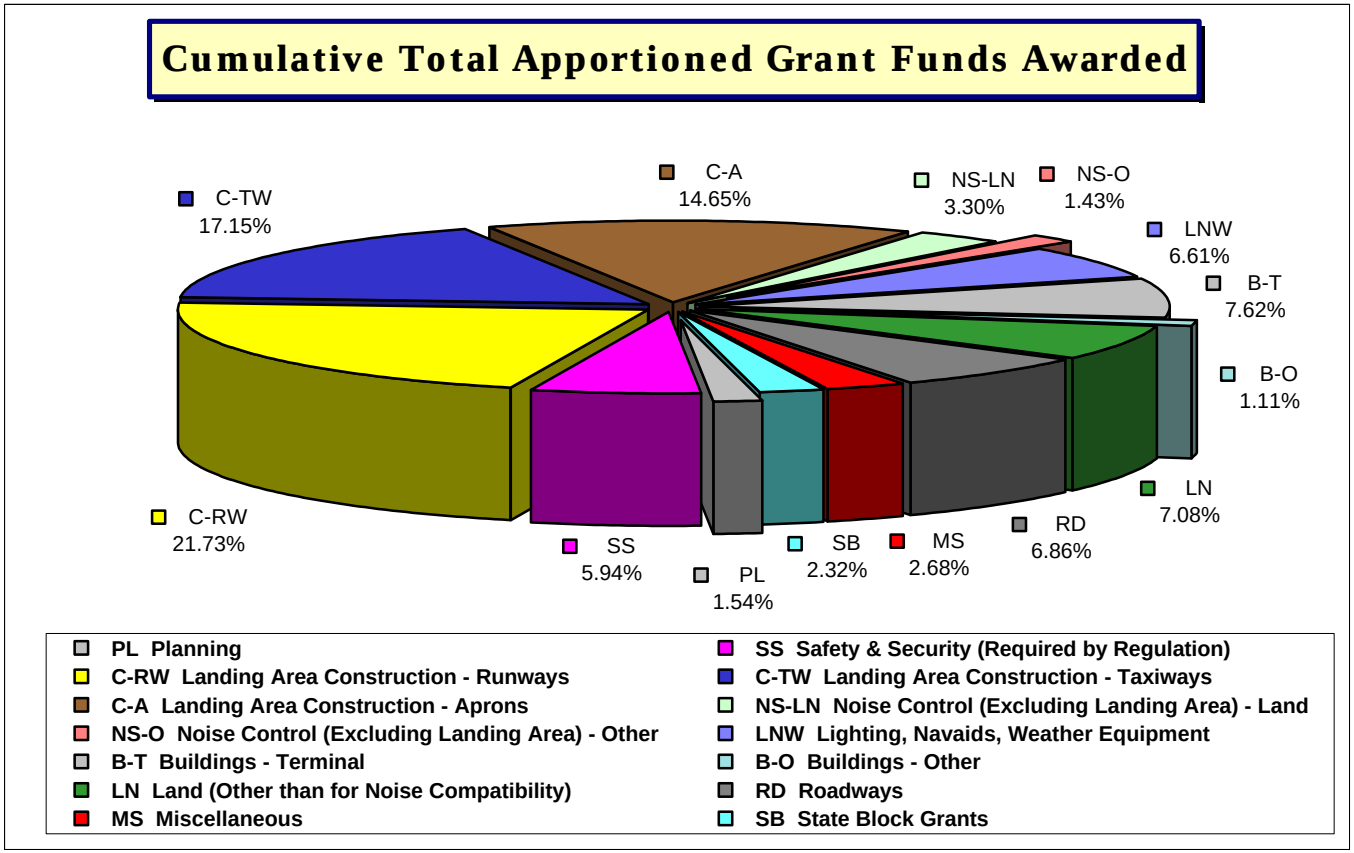

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**Figure B-4**

# Cumulative Discretionary Grants Awarded

(By Development/Planning Type and Funding Type)

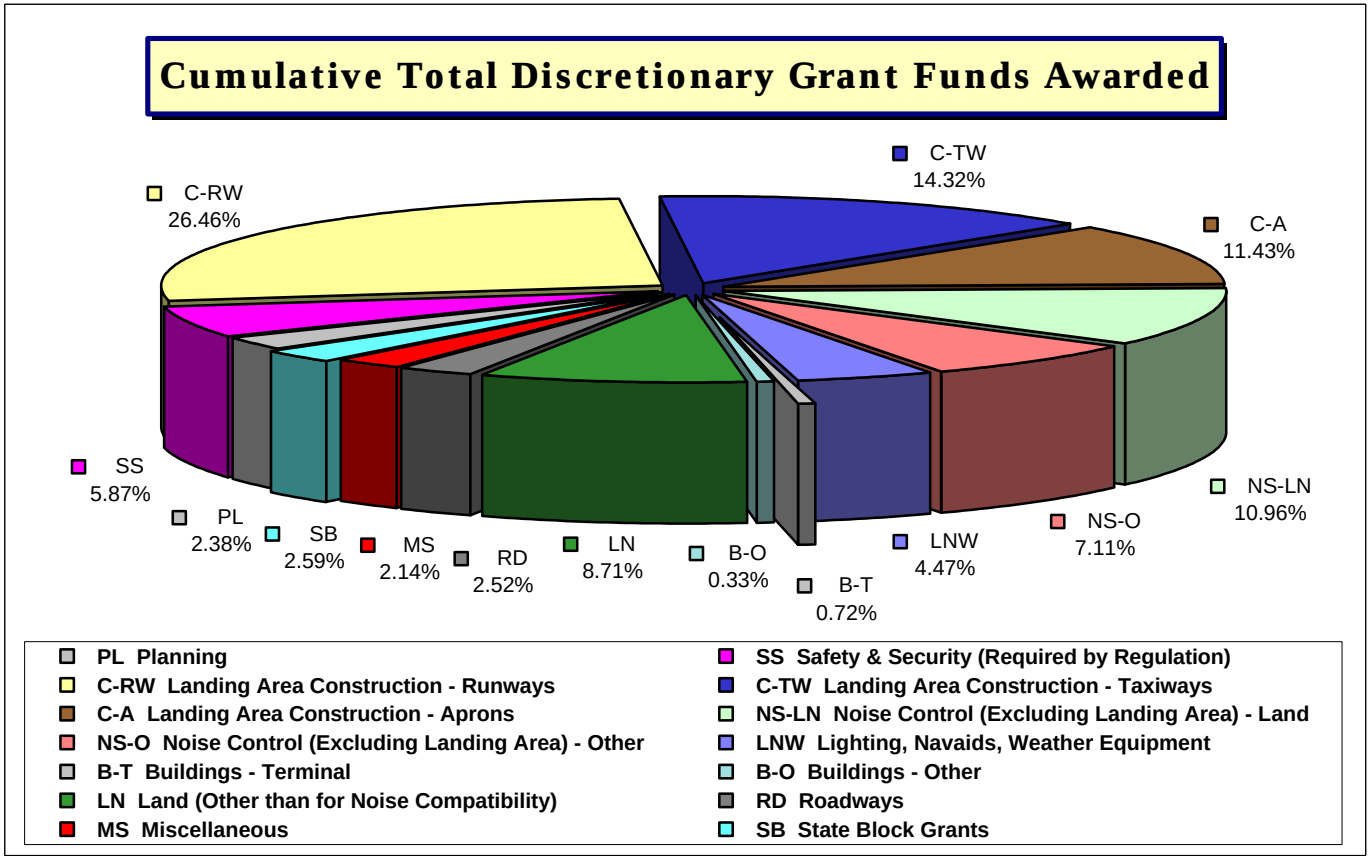

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**Figure B-5**

Airport Improvement Program
Fiscal Years 1982 - 1997

# Cumulative Combined Discretionary and Apportioned Grants Awarded

(By Development/Planning Type and Funding Type)

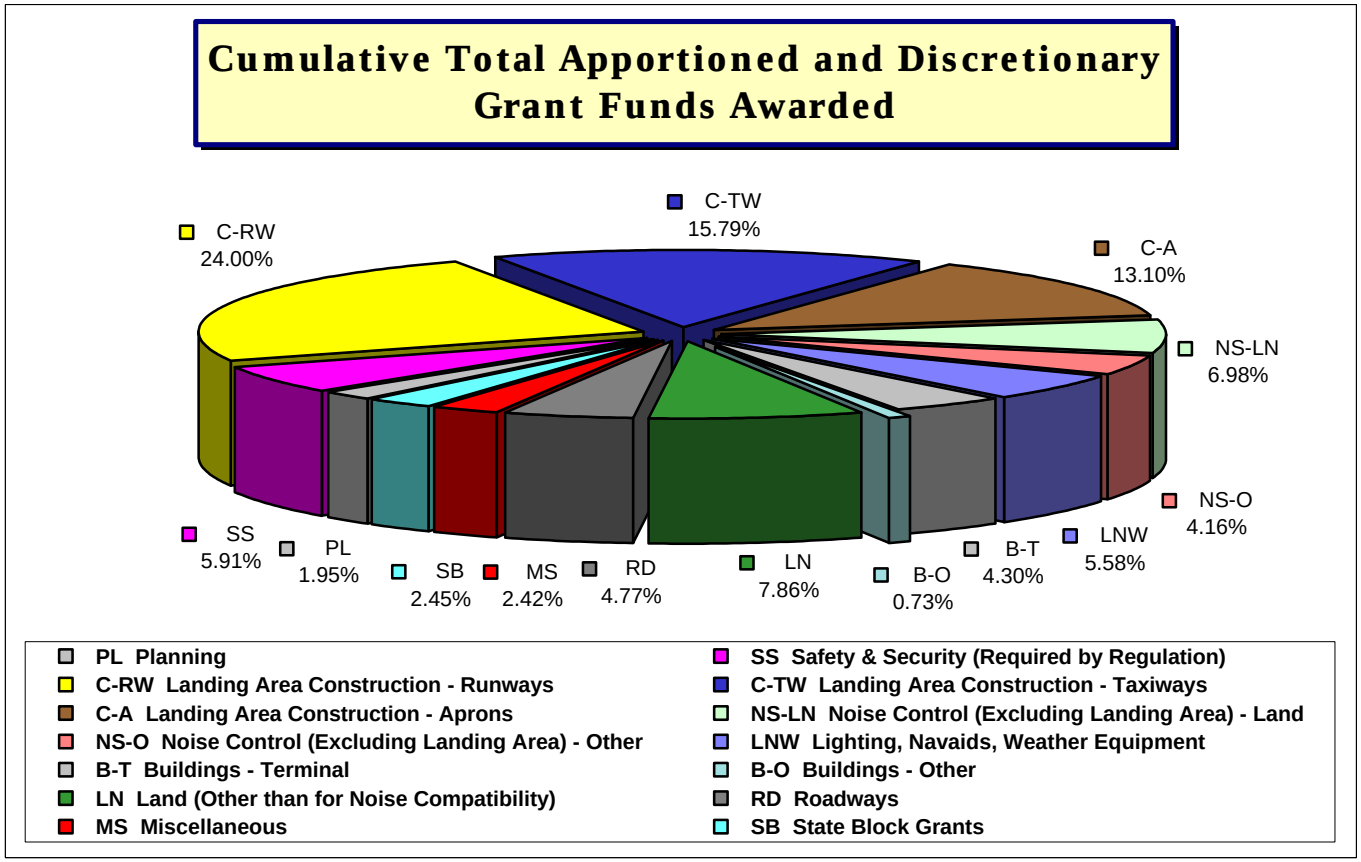

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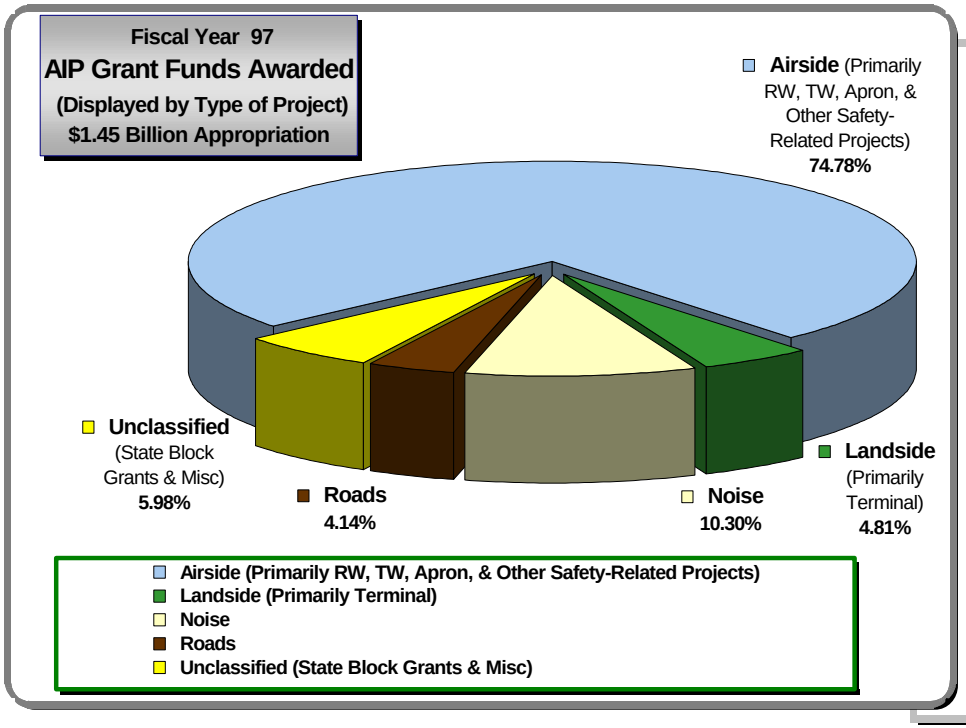
**Figure B-6**

Airport Improvement Program
Fiscal Year 1997

# Comparison of AIP to PFC Funding Approved

| Approved Funds, FY 1997 | | | |
|---|---|---|---|
| **Airport Improvement Program** | | **Passenger Facility Charge Program** | |
| Development/Planning | Grant Funds Awarded | Development/Planning | PFC Funds Authorized |
| Airside (Primarily RW, TW, Apron, & Other Safety-Related Projects) | $1,103,688,873 | Airside (Primarily RW, TW, & Apron) | $392,164,220 |
| Landside (Primarily Terminal) | $70,914,954 | Landside (Primarily Terminal) | $931,530,866 |
| Noise | $151,995,354 | Noise | $73,891,012 |
| Roads | $61,030,574 | Noise Amendments | ($34,981,482) |
| Unclassified (State Block Grants & Misc) | $88,220,428 | Roads | $175,672,206 |
| **Total** | **$1,475,850,183** | Roads Amendments | ($500) |
| | | Interest (On Bonds) | $981,997,543 |
| | | **Total** | **$2,520,273,865** |

Note: Amounts above prorated to remove effect of future year funds of Multi-Year Projects



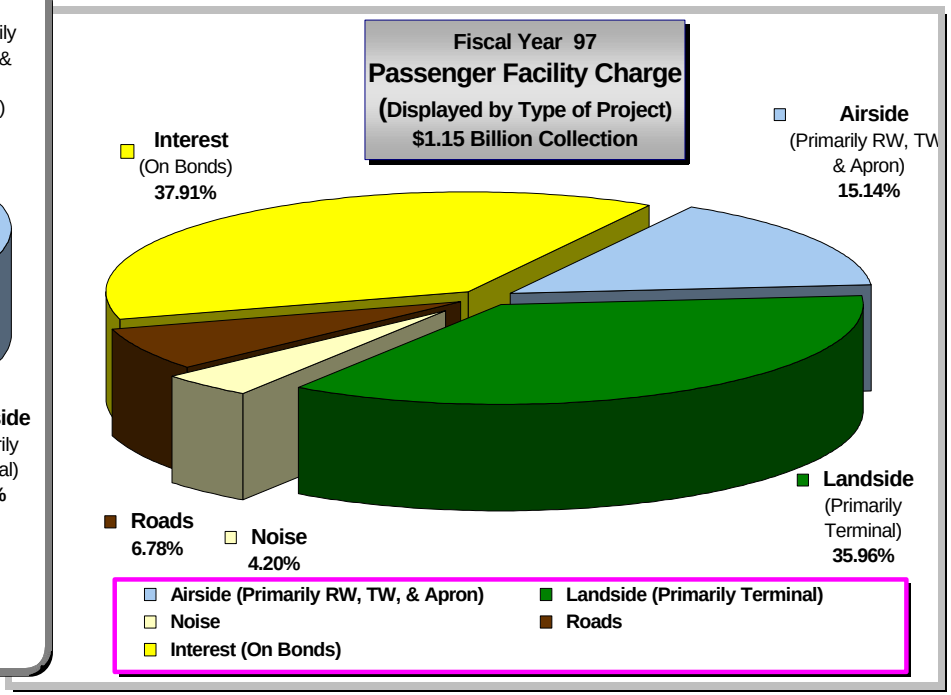



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**Figure B-7**

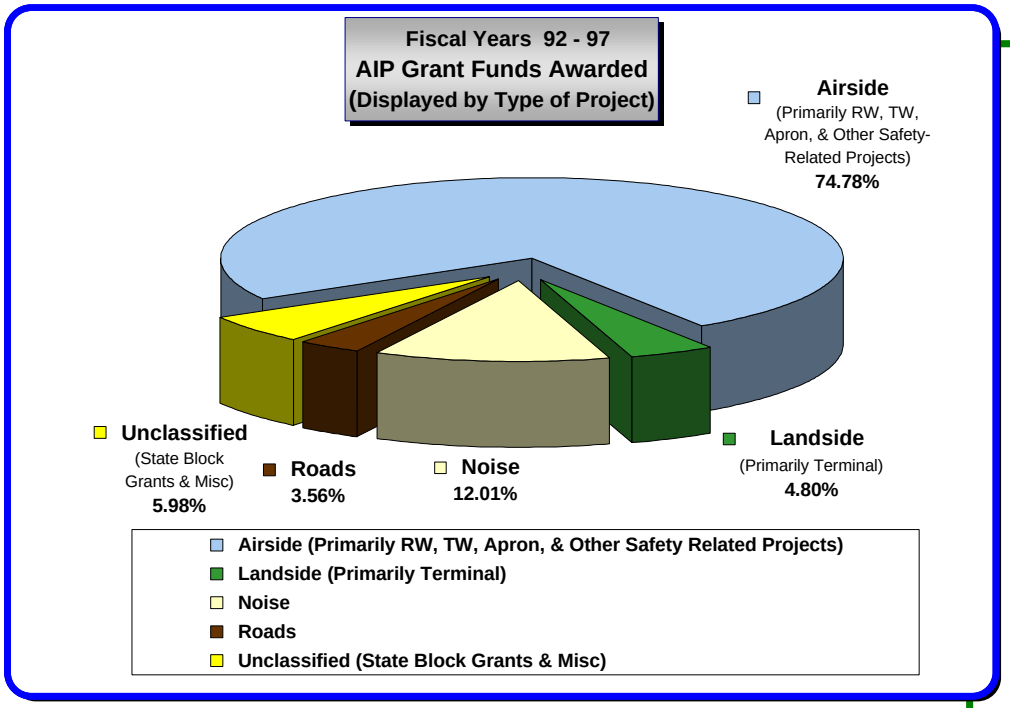
Airport Improvement Program
Fiscal Years 1992 - 1997

# Cumulative Comparison of AIP to PFC

(For the Period PFC's Have Been in Use)

| Cumulative Funds, FY 1992- FY 1997 | | | |
|---|---|---|---|
| **Airport Improvement Program** | | **Passenger Facility Charge Program** | |
| Development/Planning | Grant Funds Awarded | Development/Planning | PFC Funds Authorized |
| Airside (Primarily RW, TW, Apron, & Other **Safety-Related** Projects) | $7,262,452,885 | Airside (Primarily RW, TW, & Apron) | $2,751,425,173 |
| Landside (Primarily Terminal) | $447,497,887 | Landside (Primarily Terminal) | $4,661,754,640 |
| Noise | $1,176,740,580 | Noise | $979,519,404 |
| Roads | $348,902,527 | Roads | $1,711,966,940 |
| Unclassified (State Block Grants & Misc) | $559,920,869 | New Denver | $2,330,734,321 |
| **Total** | **$9,795,514,748** | Interest (On Bonds) | $3,668,141,038 |
| | | **Total** | **$16,103,541,516** |

***Note:*** *PFC Funds actually collected from* ***CY 1992 thru CY 1997*** *were approximately* ***$4.8 billion.***



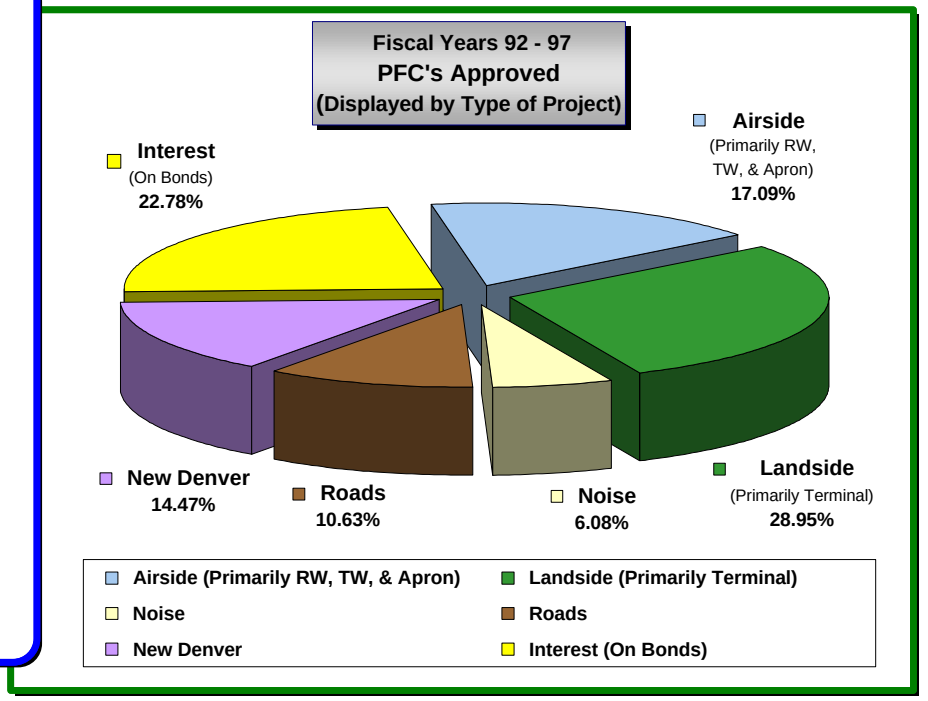



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**Figure B-8**

Airport Improvement Program
Fiscal Years 1992 - 1997

# AIP Development/Planning Type Fund Distribution

(For the Period PFC's Have Been in Use)

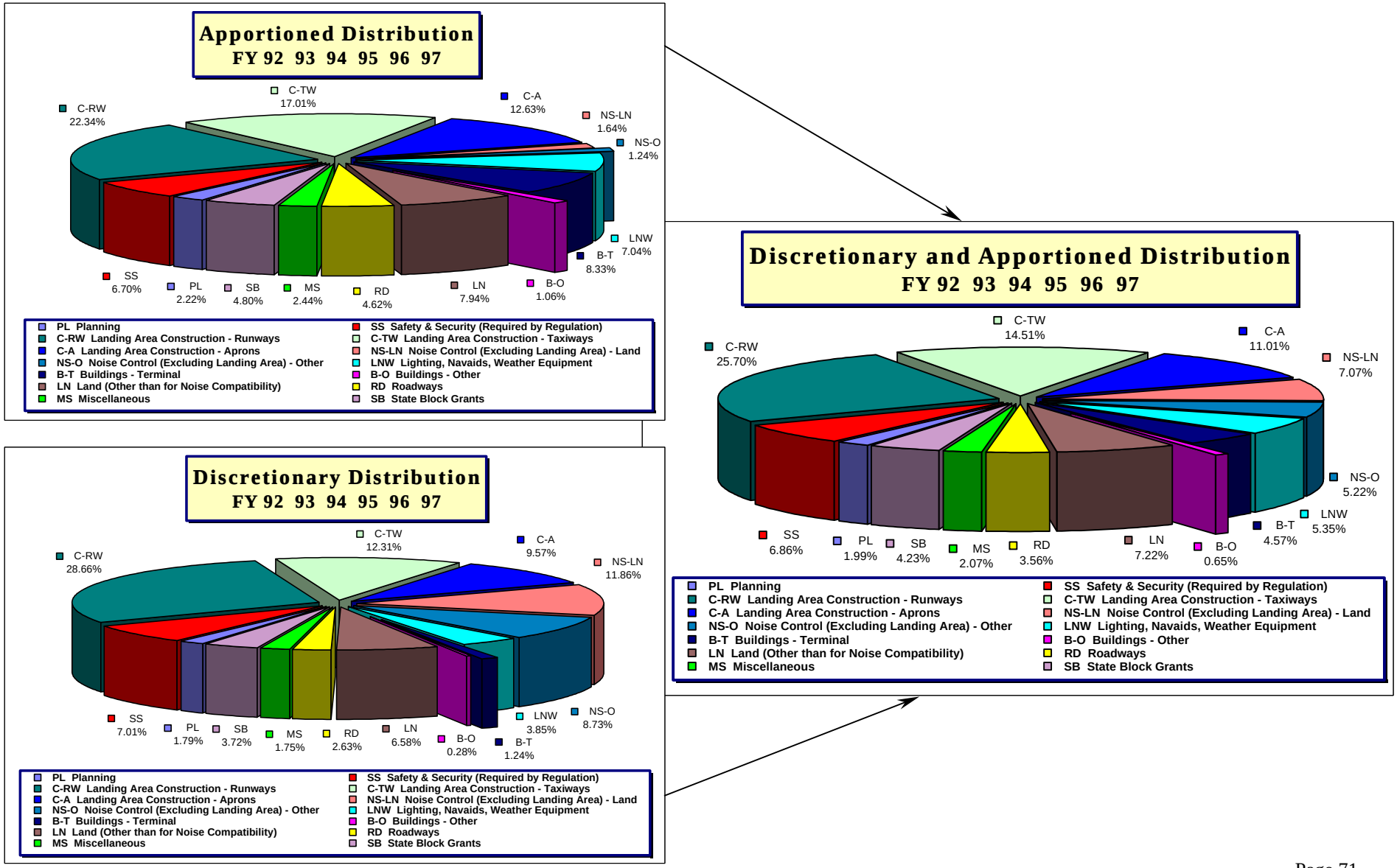

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**Table B-2**

Airport Improvement Program
Fiscal Year 1997

# Numbers of Grants Awarded and Total Amounts

(Excludes Amendments to Prior Year Grants)

| Location | Primary | | Commercial Service | | Reliever | | General Aviation | | System Plans | | State Block (Multiple Projects) | | Total Grants Awarded | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Alabama | 8 | 10,567,617 | 3 | 957,197 | 2 | 252,052 | 12 | 4,267,217 | | | | | 25 | 16,044,083 |
| Alaska | 15 | 42,861,541 | 8 | 20,417,038 | 3 | 978,871 | 8 | 11,735,068 | 2 | 658,125 | | | 36 | 76,650,643 |
| American Samoa | 2 | 945,500 | 1 | 1,500,000 | | | | | | | | | 3 | 2,445,500 |
| Arizona | 13 | 32,594,349 | 2 | 2,125,000 | 6 | 10,699,494 | 5 | 2,390,914 | 1 | 80,000 | | | 27 | 47,889,757 |
| Arkansas | 8 | 12,980,690 | 4 | 1,224,405 | 2 | 796,754 | 4 | 1,108,159 | 1 | 174,537 | | | 19 | 16,284,545 |
| California | 38 | 64,858,189 | 4 | 2,747,850 | 15 | 9,560,600 | 21 | 14,399,357 | 3 | 850,000 | | | 81 | 92,415,996 |
| Colorado | 17 | 38,233,223 | 2 | 359,018 | 3 | 2,214,813 | 3 | 4,273,686 | 3 | 259,877 | | | 28 | 45,340,617 |
| Connecticut | 3 | 1,749,710 | | | | | | | | | | | 3 | 1,749,710 |
| Delaware | | | 1 | 300,000 | | | 1 | 131,271 | | | | | 2 | 431,271 |
| District Of Columbia | | | | | | | | | 1 | 159,750 | | | 1 | 159,750 |
| Florida | 23 | 38,852,900 | | | 10 | 9,110,090 | 10 | 6,086,353 | | | | | 43 | 54,049,343 |
| Georgia | 14 | 27,811,547 | | | 9 | 11,276,989 | 10 | 2,328,105 | 2 | 415,000 | | | 35 | 41,831,641 |
| Hawaii | 9 | 19,384,290 | 2 | 486,000 | | | 1 | 225,000 | 1 | 86,332 | | | 13 | 20,181,622 |
| Idaho | 8 | 9,847,594 | 1 | 861,218 | 1 | 290,807 | 3 | 2,698,587 | 1 | 225,000 | | | 14 | 13,923,206 |
| Illinois | 19 | 45,462,690 | 1 | 14,000,000 | | | | | 1 | 360,000 | 4 | 15,640,256 | 25 | 75,462,946 |
| Indiana | 9 | 18,536,087 | 1 | 3,960,000 | 2 | 1,626,623 | 6 | 2,722,997 | 1 | 315,000 | | | 19 | 27,160,707 |
| Iowa | 7 | 13,596,327 | 2 | 900,588 | 2 | 356,085 | 5 | 2,197,730 | | | | | 16 | 17,050,730 |
| Kansas | 5 | 4,714,794 | 1 | 1,758,856 | 4 | 1,909,459 | 11 | 3,437,354 | 1 | 135,000 | | | 22 | 11,955,463 |
| Kentucky | 10 | 39,708,390 | | | | | 7 | 3,141,487 | 1 | 267,255 | | | 18 | 43,117,132 |
| Louisiana | 12 | 24,741,102 | | | 2 | 516,366 | 8 | 3,513,528 | | | | | 22 | 28,770,996 |
| Maine | 6 | 3,902,146 | 1 | 150,000 | 3 | 890,756 | 4 | 1,287,333 | | | | | 14 | 6,230,235 |
| Maryland | 1 | 2,044,911 | | | 1 | 751,718 | 4 | 1,573,317 | 1 | 128,150 | | | 7 | 4,498,096 |
| Massachusetts | 10 | 10,000,368 | | | 5 | 1,834,219 | 7 | 2,546,537 | | | | | 22 | 14,381,124 |
| Michigan | 22 | 33,432,443 | | | 1 | 176,746 | | | | | 2 | 12,462,619 | 25 | 46,071,808 |
| Minnesota | 14 | 11,026,614 | 3 | 1,738,262 | | | 4 | 4,295,108 | 2 | 269,000 | | | 23 | 17,328,984 |
| Mississippi | 9 | 7,479,641 | 1 | 10,974 | 1 | 396,500 | 8 | 2,611,033 | | | | | 19 | 10,498,148 |
| Missouri | 7 | 19,523,063 | | | 1 | 1,114,282 | | | 2 | 384,323 | 1 | 4,140,807 | 11 | 25,162,475 |
| Montana | 7 | 7,110,338 | 1 | 318,755 | | | 4 | 2,736,884 | 1 | 72,450 | | | 13 | 10,238,427 |
| Nebraska | 5 | 5,901,779 | | | | | 5 | 3,482,007 | 1 | 99,000 | | | 11 | 9,482,786 |

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**Table B-2**

Airport Improvement Program
Fiscal Year 1997

# Numbers of Grants Awarded and Total Amounts

(Excludes Amendments to Prior Year Grants)

| Location | Primary | | Commercial Service | | Reliever | | General Aviation | | System Plans | | State Block (Multiple Projects) | | Total Grants Awarded | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nevada | 11 | 31,222,826 | 1 | 281,250 | 3 | 5,417,047 | 6 | 4,543,058 | 1 | 180,000 | | | 22 | 41,644,181 |
| New Hampshire | 4 | 12,034,614 | 2 | 4,420,942 | 1 | 46,800 | 6 | 1,503,769 | | | | | 13 | 18,006,125 |
| New Jersey | 8 | 8,860,000 | | | | | | | 1 | 100,000 | 2 | 4,698,485 | 11 | 13,658,485 |
| New Mexico | 3 | 2,669,161 | 2 | 1,306,546 | | | 7 | 3,052,687 | 1 | 129,797 | | | 13 | 7,158,191 |
| New York | 32 | 55,669,024 | 7 | 6,085,785 | 13 | 11,111,803 | 6 | 1,114,723 | 1 | 300,000 | | | 59 | 74,281,335 |
| North Carolina | 20 | 34,823,822 | 1 | 427,500 | | | | | | | 3 | 9,297,023 | 24 | 44,548,345 |
| North Dakota | 6 | 7,560,641 | 3 | 892,660 | | | 4 | 1,953,900 | 2 | 320,000 | | | 15 | 10,727,201 |
| Northern Mariana | 1 | 2,373,608 | | | | | | | | | | | 1 | 2,373,608 |
| Ohio | 14 | 30,956,455 | | | 6 | 5,650,543 | 8 | 5,146,584 | 1 | 135,000 | | | 29 | 41,888,582 |
| Oklahoma | 2 | 4,886,923 | 1 | 275,490 | 1 | 1,354,467 | 1 | 2,579,585 | 1 | 247,500 | | | 6 | 9,343,965 |
| Oregon | 9 | 7,326,614 | | | 2 | 1,090,606 | 6 | 3,678,911 | 1 | 231,300 | | | 18 | 12,327,431 |
| Pennsylvania | 18 | 39,952,735 | 1 | 150,300 | 4 | 4,195,000 | 6 | 3,734,950 | 3 | 675,000 | | | 32 | 48,707,985 |
| Puerto Rico | 6 | 7,331,070 | | | | | 1 | 171,794 | | | | | 7 | 7,502,864 |
| Rhode Island | 4 | 9,347,500 | | | 1 | 1,697,041 | 1 | 75,600 | | | | | 6 | 11,120,141 |
| South Carolina | 8 | 11,443,374 | | | 1 | 925,983 | 6 | 5,671,303 | 1 | 250,000 | | | 16 | 18,290,660 |
| South Dakota | 5 | 4,018,117 | 4 | 1,714,500 | | | 5 | 1,750,725 | 1 | 180,000 | | | 15 | 7,663,342 |
| Tennessee | 9 | 32,371,766 | 1 | 339,077 | 6 | 4,423,150 | 3 | 2,366,181 | | | | | 19 | 39,500,174 |
| Texas | 38 | 115,677,495 | | | 1 | 450,000 | | | 1 | 750,000 | 3 | 20,974,710 | 43 | 137,852,205 |
| Utah | 4 | 8,514,875 | 2 | 837,000 | 2 | 1,404,000 | 7 | 4,292,551 | 3 | 325,963 | | | 18 | 15,374,389 |
| Vermont | 1 | 3,649,500 | | | | | 2 | 2,054,578 | | | | | 3 | 5,704,078 |
| Virgin Islands | 2 | 2,774,168 | | | | | | | | | | | 2 | 2,774,168 |
| Virginia | 11 | 34,784,783 | | | 6 | 5,957,630 | 10 | 6,244,252 | 1 | 198,000 | | | 28 | 47,184,665 |
| Washington | 13 | 32,829,607 | | | 4 | 2,101,589 | 5 | 2,586,154 | | | | | 22 | 37,517,350 |
| West Virginia | 8 | 11,604,393 | 2 | 579,450 | | | 5 | 1,335,695 | 1 | 25,000 | | | 16 | 13,544,538 |
| Wisconsin | 15 | 17,990,733 | | | | | | | 1 | 167,000 | 1 | 5,176,536 | 17 | 23,334,269 |
| Wyoming | 8 | 4,325,351 | | | | | 5 | 2,480,477 | 1 | 208,337 | | | 14 | 7,014,165 |
| **Grand Total** | **561** | **1,082,866,998** | **66** | **71,125,661** | **124** | **100,578,883** | **251** | **139,526,509** | **48** | **9,361,696** | **16** | **72,390,436** | **1066** | **1,475,850,183** |

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**Table B-3**

Airport Improvement Program
Fiscal Year 1997

# Comparison of Authorized and Appropriated Levels

(Dollars in Millions)

| Funding Category | Authorized Funding Level | | | Appropriated Funding Level | | |
|---|---|---|---|---|---|---|
| | Actual And Derived Values | Sub Totals | Category Totals | Actual And Derived Values | Sub Totals | Category Totals |
| **Other than Discretionary** | | | | | | |
| ***Apportionments*** | | | | | | |
| Primary Airports Apportionment (Reduced for PFC) (APRMTS) | $525,435,591 | | | $525,435,591 | | |
| Cargo Airports Apportionment (2.5% Appropriation) | $57,000,000 | | | $36,500,000 | | |
| Alaskan Airports Supplemental | $10,672,557 | | | $10,672,557 | | |
| States/Insular Areas (18.5% Appropriation) | $421,800,000 | | | $270,100,000 | | |
| Carryover Apportionments (Actual Value from Previous FY) (CA) | $61,866,629 | | | $61,866,629 | | |
| ***Subtotal Apportionments*** | | $1,076,774,777 | | | $904,574,777 | |
| ***Small Airport Fund*** (SAF) (75% RA) | | | | | | |
| Nonhub Commercial Service Airports (67% SAF) | $61,594,971 | | | $61,594,971 | | |
| General Aviation/Reliever Airports (33% SAF) | $30,797,485 | | | $30,797,485 | | |
| ***Subtotal Small Airport Fund*** | | $92,392,456 | | | $92,392,456 | |
| ***Total Other than Discretionary*** | | | $1,169,167,233 | | | $996,967,233 |
| **Discretionary** | | | | | | |
| ***Set-Asides*** | | | | | | |
| Noise Compatibility (31% of Discretionary) | $344,358,158 | | | $143,540,158 | | |
| Military Airports (4% of Discretionary) | $44,433,311 | | | $18,521,311 | | |
| ***Subtotal Set-Asides*** | | $388,791,469 | | | $162,061,469 | |
| ***Other Discretionary Distributions*** | | | | | | |
| Designated Discretionary (DD) (Limited to $300M) | $722,041,299 | | | $300,971,299 | | |
| Limited Designated Discretionary (LDD) | $300,000,000 | | | $300,000,000 | | |
| ***Distributions of Excess Above $300M*** | | | | | | |
| Noise (1/3 of Excess) | $140,680,433 | | | $323,766 | | |
| General Aviation/Reliever/Nonprimary Com Service (1/3 of Excess) | $140,680,433 | | | $323,766 | | |
| Military Airport Program (1/3 of Excess) | $140,680,433 | | | $323,766 | | |
| ***Subtotal Excess Above $300M*** | | $422,041,299 | | | $971,299 | |
| ***Small Hubs (12.5% RA)*** | | $15,398,743 | | | $15,398,743 | |
| Remaining Discretionary (RD) | $706,642,556 | | | $285,572,556 | | |
| ***Capacity/Safety/Security/Noise (75% RD)*** | | $529,981,917 | | | $214,179,417 | |
| ***Undesignated Discretionary (25% RD)*** | | $176,660,639 | | | $71,393,139 | |
| ***Total Discretionary*** | | | $1,110,832,767 | | | $463,032,767 |
| **GRAND TOTAL** | | | **$2,280,000,000** | | | **$1,460,000,000** |

**Given and Defined Data**

| | | | |
|---|---|---|---|
| Carryover Apportionments (CA) (Actual Value from Previous FY) | $61,866,629 | Calculated Apportionments (APRMTS) | $525,435,591 |
| Small Airport Fund (SAF) (75% RA) | $92,392,456 | Returned Apportionments (RA) (Function of Apportionments) | $123,189,941 |
| Discretionary Available for Distribution (DAAP) (APR less APRMTS and SAF) | $463,032,767 | Fiscal Year 1997 Appropriation Limitation (APR) | $1,460,000,000 |
| Discretionary Available for Distribution (DAAU) (AUTH less APRMTS and SAF) | $1,110,832,767 | Fiscal Year 1997 Authorization (AUTH) | $2,280,000,000 |

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**Table B–4**

Airport Improvement Program
Fiscal Year 1982 - 1997

# Grant Funding Authorizations, Obligations Limitations, and Obligations

(Dollars in Millions)

| Fiscal Year | Congressional Authorization[1] | Appropriations Act Limitation on Obligations | Gross Obligations[6,8] | Total $ Amount New Grants Awarded | Total Number New Grants Awarded |
|---|---|---|---|---|---|
| 1982 | $450.0 | $450.0 | $412.5[7] | $412.5 | 651 |
| 1983 | $800.0 | $804.5[2] | $805.8 | $736.0 | 1082 |
| 1984 | $993.5 | $800.0[3] | $811.5 | $739.2 | 1104 |
| 1985 | $987.0 | $925.0 | $934.7 | $848.7 | 1160 |
| 1986 | $1017.0 | $885.2[4] | $906.1 | $782.0 | 1083 |
| 1987 | $1017.2 | $1025.0[5] | $1053.0 | $919.4 | 1173 |
| 1988 | $1700.0 | $1268.7 | $1289.8 | $1278.3 | 1251 |
| 1989 | $1700.0 | $1400.0 | $1430.4 | $1279.3 | 1258 |
| 1990 | $1700.0 | $1425.0 | $1453.1 | $1284.5 | 1152 |
| 1991 | $1800.0 | $1800.0 | $1835.7 | $1670.3 | 1404 |
| 1992 | $1900.0 | $1900.0 | $1954.5 | $1765.0 | 1507 |
| 1993 | $2025.0 | $1800.0 | $1875.2 | $1829.8 | 1434 |
| 1994 | $2970.3[9] | $1690.0 | $1730.7 | $1702.2 | 1318 |
| 1995 | $2161.0 | $1450.0 | $1500.8 | $1418.2 | 1047 |
| 1996 | $2214.0 | $1450.0 | $1506.4 | $1379.9 | 941 |
| **1997** | **$2280.0[10]** | **$1460.0** | **$1506.4** | **$1475.9** | **1066** |
| 1998 | $2347.0 | | | | |

1. The Surface Transportation Assistance Act of 1982 (STAA) increased authorizations by $200.0 million in FY 83 and FY 84 and another $75.0 million in FY 85. The projects approved under this authorization were referred to as "Jobs Bill Projects" since they were appropriated by the Emergency Jobs Bill (Public Law 98–8).
2. The FY 83 appropriation includes $600.0 million of the $800.0 million authorized and $150.0 million of the $200.0 million authorized by the STAA and appropriated under the Emergency Jobs Bill (Public Law 98–8), plus another $54.5 million of unrequested entitlements carried over from prior years.
3. The FY 84 appropriation includes $793.5 million of the $993.5 million authorized and $6.5 million of the $200 million authorized by the STAA and appropriated under the Emergency Jobs Bill (Public Law 98–8).
4. The FY 86 appropriation includes $885.2 million of the $925.0 million authorized and was reduced by P.L. 99–177, Balanced Budget and Emergency Deficit Control Act.
5. The FY 87 appropriation includes the $1,000.0 million authorized plus a $25.0 million supplemental appropriation, P.L. 100–71, July 1987.
6. Gross obligations include current year funds plus reobligations of funds recovered from adjustments to prior year projects. The difference between yearly gross obligations and new grants is attributed to increases to existing grant agreements.
7. Includes ADAP entitlements that were authorized to be continued under the Airport Improvement Program (AIP). FY 82 data do not include an FY 82 grant to Reno, Nevada (Cannon International), for $5.1 million funded with FY 82 funds authorized prior to approval of the AIP.
8. Not included in above figures are reobligated funds recovered from adjustments to obligations made under the ADAP program authorized from FY 70-81. Legislation allowed use of recovered ADAP funds for ADAP grant increases up to a maximum of 10 percent of the original grant amount. For each FY from 82 through 93, the reobligations have been $7.1, $6.7, $7.1, $5.2, $4.0, $6.7, $2.7, $3.1, $1.1, $0.4, $0.2, and $0.1 million, respectively.
9. According to the Office of Management and Budget, with concurrence by the Congressional Budget Office, the total amount authorized in fiscal year 1994 was $2.97 billion, even though it appeared that $2.161 billion was the amount authorized. This was due to the combination of the lapse of authority of AIP after fiscal year 1993 and the amendments extending the program in May 1994 and August 1994.
10. Recisions in contract authority of $50 million per P.L. 104-208 ( Omnibus Consolidated Appropriations Act, 1997) and $750 million per P.L. 105-18 (1997 Emergency Supplemental Appropriations Act) were imposed.

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TABLE B-5

*Airport Improvement Program*
*Fiscal Year 1997*

# CY 95 Passenger Boardings For Primary Hub Airports

*Data Used For Determining FY 1997 Primary Apportionments*
*(Airports Imposing PFC on October 1, 1996 Noted by #)*

| Ranking | | | | | | | Passenger Boardings | | |
|---|---|---|---|---|---|---|---|---|---|
| 95 | 94 | State | Associated City | Airport Name | ID | PFC | CY 95 | Change | CY 94 |
| **Large–Hub Airports** | | | | | | | | | |
| **1** | 1 | IL | Chicago | Chicago O'Hare International | ORD | # | **31,433,002** | 0.471% | 31,285,725 |
| **2** | 3 | GA | Atlanta | The William B Hartsfield Atlanta International | ATL | | **28,090,978** | 7.519% | 26,126,457 |
| **3** | 2 | TX | Dallas–Fort Worth | Dallas/Fort Worth International | DFW | # | **26,962,940** | 2.795% | 26,229,812 |
| **4** | 4 | CA | Los Angeles | Los Angeles International | LAX | # | **26,133,795** | 4.195% | 25,081,546 |
| **5** | 5 | CA | San Francisco | San Francisco International | SFO | | **17,187,766** | 3.889% | 16,544,351 |
| **6** | 7 | FL | Miami | Miami International | MIA | # | **16,065,673** | 8.975% | 14,742,476 |
| **7** | 6 | CO | Denver | Stapleton International | DEN | # | **14,858,763** | -5.795% | 15,772,858 |
| **8** | 9 | NY | New York | John F Kennedy International | JFK | # | **14,601,827** | 4.925% | 13,916,470 |
| **9** | 10 | MI | Detroit | Detroit Metropolitan Wayne County | DTW | # | **14,082,598** | 8.354% | 12,996,818 |
| **10** | 11 | AZ | Phoenix | Phoenix Sky Harbor International | PHX | | **13,738,433** | 7.974% | 12,723,855 |
| **11** | 12 | NV | Las Vegas | McCarran International | LAS | # | **13,243,748** | 4.304% | 12,697,219 |
| **12** | 8 | NJ | Newark | Newark International | EWR | # | **13,230,961** | -5.118% | 13,944,647 |
| **13** | 14 | MO | St Louis | Lambert–St Louis International | STL | # | **12,790,701** | 9.673% | 11,662,572 |
| **14** | 15 | MN | Minneapolis | Minneapolis–St Paul International/ Wold–Chamberlain | MSP | # | **12,559,491** | 8.821% | 11,541,428 |
| **15** | 13 | MA | Boston | General Edward Lawrence Logan International | BOS | # | **11,734,693** | -1.321% | 11,891,815 |
| **16** | 18 | TX | Houston | Houston Intercontinental | IAH | | **11,350,898** | 6.483% | 10,659,855 |
| **17** | 16 | HI | Honolulu | Honolulu International | HNL | | **11,283,295** | 0.943% | 11,177,941 |
| **18** | 21 | WA | Seattle | Seattle–Tacoma International | SEA | # | **11,077,470** | 8.062% | 10,251,003 |
| **19** | 17 | FL | Orlando | Orlando International | MCO | # | **10,583,166** | -0.992% | 10,689,225 |
| **20** | 19 | NC | Charlotte, NC | Charlotte/Douglas International | CLT | | **10,463,122** | 0.758% | 10,384,400 |
| **21** | 20 | NY | New York | LaGuardia | LGA | # | **10,297,628** | -0.333% | 10,332,083 |
| **22** | 22 | PA | Pittsburgh | Pittsburgh International | PIT | | **9,945,793** | 1.116% | 9,836,058 |
| **23** | 23 | PA | Philadelphia | Philadelphia International | PHL | # | **8,791,372** | 2.703% | 8,560,007 |
| **24** | 24 | UT | Salt Lake City | Salt Lake City International | SLC | # | **8,741,761** | 6.309% | 8,222,953 |
| **25** | 26 | KY | Covington/Cincinnati, OH | Cincinnati/Northern Kentucky International | CVG | # | **7,504,549** | 10.109% | 6,815,549 |

TABLE B-5

*Airport Improvement Program*
*Fiscal Year 1997*

# CY 95 Passenger Boardings For Primary Hub Airports

*Data Used For Determining FY 1997 Primary Apportionments*
*(Airports Imposing PFC on October 1, 1996 Noted by #)*

| Ranking 95 | Ranking 94 | State | Associated City | Airport Name | ID | PFC | Passenger Boardings CY 95 | Change | CY 94 |
|---|---|---|---|---|---|---|---|---|---|
| | | | | **Large–Hub Airports** | | | | | |
| **26** | 25 | VA | Arlington, VA/Washington, DC | Washington National | DCA | # | **7,373,178** | -1.251% | 7,466,574 |
| **27** | 27 | CA | San Diego | San Diego International–Lindbergh Field | SAN | # | **6,636,372** | 2.952% | 6,446,054 |
| **28** | 28 | MD | Baltimore | Baltimore–Washington International | BWI | # | **6,466,755** | 2.223% | 6,326,111 |
| **29** | 30 | VA | Chantilly, VA/Washington, DC | Washington Dulles International | IAD | # | **5,879,523** | 6.093% | 5,541,883 |
| | | | | ***Subtotal Large–Hub Airports*** | | | ***393,110,251*** | | |
| | | | | **Medium–Hub Airports** | | | | | |
| **30** | 29 | FL | Tampa | Tampa International | TPA | # | **5,567,950** | -6.678% | 5,966,367 |
| **31** | 33 | OR | Portland | Portland International | PDX | # | **5,537,790** | 12.494% | 4,922,721 |
| **32** | 31 | OH | Cleveland | Cleveland–Hopkins International | CLE | # | **5,270,004** | -0.157% | 5,278,267 |
| **33** | 40 | CA | Oakland | Metropolitan Oakland International | OAK | # | **4,797,498** | 17.659% | 4,077,471 |
| **34** | 32 | FL | Fort Lauderdale | Fort Lauderdale/Hollywood International | FLL | # | **4,787,467** | -8.652% | 5,240,910 |
| **35** | 36 | MO | Kansas City | Kansas City International | MCI | | **4,743,009** | 5.957% | 4,476,342 |
| **36** | 34 | PR | San Juan | Luis Munoz Marin International | SJU | # | **4,609,099** | -0.125% | 4,614,864 |
| **37** | 39 | CA | San Jose | San Jose International | SJC | # | **4,394,931** | 5.938% | 4,148,590 |
| **38** | 42 | TN | Memphis | Memphis International | MEM | # | **4,323,207** | 8.603% | 3,980,754 |
| **39** | 38 | IL | Chicago | Chicago Midway | MDW | # | **4,266,831** | 1.266% | 4,213,496 |
| **40** | 41 | LA | New Orleans | New Orleans International/Moisant Field | MSY | # | **4,084,886** | 0.481% | 4,065,319 |
| **41** | 43 | TX | Houston | William P Hobby | HOU | | **3,905,727** | -0.310% | 3,917,876 |
| **42** | 37 | TN | Nashville | Nashville International | BNA | # | **3,685,219** | -14.418% | 4,306,043 |
| **43** | 45 | CA | Santa Ana | John Wayne Airport–Orange County | SNA | | **3,533,073** | 6.396% | 3,320,671 |
| **44** | 44 | TX | Dallas | Dallas Love Field | DAL | | **3,418,604** | -0.483% | 3,435,196 |
| **45** | 50 | CA | Sacramento | Sacramento Metropolitan | SMF | # | **3,346,762** | 13.153% | 2,957,743 |
| **46** | 47 | CA | Ontario | Ontario International | ONT | # | **3,232,996** | 0.670% | 3,211,483 |
| **47** | 46 | IN | Indianapolis | Indianapolis International | IND | # | **3,189,932** | -1.666% | 3,243,978 |
| **48** | 48 | NM | Albuquerque | Albuquerque International | ABQ | | **3,056,442** | -0.851% | 3,082,668 |
| **49** | 49 | TX | San Antonio | San Antonio International | SAT | | **3,028,246** | -0.450% | 3,041,945 |

TABLE B-5

*Airport Improvement Program*
*Fiscal Year 1997*

# CY 95 Passenger Boardings For Primary Hub Airports

*Data Used For Determining FY 1997 Primary Apportionments*
*(Airports Imposing PFC on October 1, 1996 Noted by #)*

| Ranking | | | | | | | Passenger Boardings | | |
|---|---|---|---|---|---|---|---|---|---|
| 95 | 94 | State | Associated City | Airport Name | ID | PFC | CY 95 | Change | CY 94 |
| | | | | **Medium–Hub Airports** | | | | | |
| **50** | 35 | NC | Raleigh/Durham | Raleigh–Durham International | RDU | | **2,938,831** | -34.956% | 4,518,224 |
| **51** | 51 | OH | Columbus | Port Columbus International | CMH | # | **2,885,322** | 3.864% | 2,777,968 |
| **52** | 53 | HI | Kahului | Kahului | OGG | | **2,783,847** | 3.784% | 2,682,347 |
| **53** | 54 | NV | Reno | Reno Cannon International | RNO | # | **2,722,835** | 5.081% | 2,591,186 |
| **54** | 52 | FL | West Palm Beach | Palm Beach International | PBI | # | **2,699,227** | -2.722% | 2,774,755 |
| **55** | 55 | TX | Austin | Robert Mueller Municipal | AUS | # | **2,670,454** | 4.957% | 2,544,321 |
| **56** | 56 | WI | Milwaukee | General Mitchell International | MKE | # | **2,584,039** | 3.653% | 2,492,972 |
| **57** | 58 | CT | Windsor Locks | Bradley International | BDL | # | **2,559,642** | 8.478% | 2,359,592 |
| **58** | 57 | CA | Burbank | Burbank–Glendale–Pasadena | BUR | # | **2,496,967** | 3.428% | 2,414,219 |
| **59** | 59 | AK | Anchorage | Anchorage International | ANC | | **2,315,001** | 4.347% | 2,218,557 |
| **60** | 60 | FL | Fort Myers | Southwest Florida International | RSW | # | **1,992,443** | 1.292% | 1,967,036 |
| **61** | 63 | TX | El Paso | El Paso International | ELP | | **1,826,460** | -2.562% | 1,874,490 |
| **62** | 61 | FL | Jacksonville | Jacksonville International | JAX | # | **1,779,812** | -8.475% | 1,944,628 |
| **63** | 67 | KY | Louisville | Standiford Field | SDF | | **1,767,511** | 6.801% | 1,654,961 |
| **64** | 62 | NC | Greensboro | Piedmont Triad International | GSO | | **1,766,316** | -8.256% | 1,925,268 |
| **65** | 68 | AZ | Tucson | Tucson International | TUS | | **1,715,732** | 5.395% | 1,627,912 |
| **66** | 70 | GU | Agana | Guam International | GUM | # | **1,673,189** | 20.812% | 1,384,958 |
| **67** | 66 | OK | Oklahoma City | Will Rogers World | OKC | | **1,670,332** | 0.663% | 1,659,337 |
| **68** | 69 | OK | Tulsa | Tulsa International | TUL | # | **1,566,424** | -0.230% | 1,570,034 |
| **69** | 64 | NY | Buffalo | Greater Buffalo International | BUF | # | **1,563,176** | -14.282% | 1,823,623 |
| **70** | 75 | NE | Omaha | Eppley Airfield | OMA | | **1,542,519** | 25.242% | 1,231,633 |
| **71** | 71 | WA | Spokane | Spokane International | GEG | # | **1,492,838** | 11.437% | 1,339,628 |
| | | | | ***Subtotal Medium–Hub Airports*** | | | ***129,792,590*** | | |

TABLE B-5

*Airport Improvement Program*
*Fiscal Year 1997*

# CY 95 Passenger Boardings For Primary Hub Airports

*Data Used For Determining FY 1997 Primary Apportionments*
*(Airports Imposing PFC on October 1, 1996 Noted by #)*

| Ranking | | | | | | | Passenger Boardings | | |
|---|---|---|---|---|---|---|---|---|---|
| 95 | 94 | State | Associated City | Airport Name | ID | PFC | CY 95 | Change | CY 94 |
| | | | | **Small–Hub Airports** | | | | | |
| **72** | 86 | CO | Colorado Springs | City Of Colorado Springs Municipal | COS | # | **1,407,174** | 77.921% | 790,896 |
| **73** | 65 | VA | Norfolk | Norfolk International | ORF | | **1,335,378** | -22.422% | 1,721,333 |
| **74** | 74 | AR | Little Rock | Adams Field | LIT | # | **1,265,673** | 1.959% | 1,241,360 |
| **75** | 79 | AL | Birmingham | Birmingham International | BHM | | **1,260,171** | 12.419% | 1,120,957 |
| **76** | 73 | NY | Rochester | Greater Rochester International | ROC | | **1,209,702** | -7.016% | 1,300,975 |
| **77** | 81 | HI | Lihue | Lihue | LIH | | **1,178,604** | 7.480% | 1,096,584 |
| **78** | 78 | HI | Kailua/Kona | Keahole–Kona International | KOA | | **1,155,527** | 2.386% | 1,128,601 |
| **79** | 83 | ID | Boise | Boise Air Terminal/Gowen Field | BOI | # | **1,109,374** | 16.357% | 953,425 |
| **80** | 72 | OH | Dayton | James M Cox Dayton International | DAY | # | **1,088,823** | -18.379% | 1,334,001 |
| **81** | 76 | RI | Providence | Theodore Francis Green State | PVD | # | **1,073,939** | -11.877% | 1,218,681 |
| **82** | 77 | VA | Richmond | Richmond International (Byrd Field) | RIC | # | **1,066,411** | -6.589% | 1,141,629 |
| **83** | 80 | NY | Albany | Albany County | ALB | # | **1,019,683** | -7.943% | 1,107,669 |
| **84** | 82 | NY | Syracuse | Syracuse Hancock International | SYR | # | **1,006,200** | -4.285% | 1,051,245 |
| **85** | 87 | MI | Grand Rapids | Kent County International | GRR | # | **805,350** | 2.066% | 789,051 |
| **86** | 91 | IA | Des Moines | Des Moines International | DSM | # | **795,625** | 16.826% | 681,033 |
| **87** | 85 | FL | Sarasota/Bradenton | Sarasota/Bradenton International | SRQ | # | **773,328** | -10.506% | 864,108 |
| **88** | 89 | HI | Hilo | Hilo International | ITO | | **720,433** | 2.314% | 704,141 |
| **89** | 93 | CM | Obyan | Saipan International | GSN | | **692,710** | 8.382% | 639,137 |
| **90** | 84 | SC | Charleston | Charleston AFB/International | CHS | | **691,731** | -22.460% | 892,095 |
| **91** | 92 | TN | Knoxville | McGhee Tyson | TYS | # | **674,970** | 3.410% | 652,713 |
| **92** | 88 | SC | Greer | Greenville–Spartanburg | GSP | | **662,845** | -13.541% | 766,654 |
| **93** | 103 | KS | Wichita | Wichita Mid–Continent | ICT | # | **658,307** | 18.533% | 555,378 |
| **94** | 90 | PA | Middletown/Harrisburg | Harrisburg International | MDT | | **624,562** | -11.094% | 702,494 |
| **95** | 95 | TX | Lubbock | Lubbock International | LBB | # | **595,885** | -2.751% | 612,741 |
| **96** | 98 | SC | Columbia | Columbia Metropolitan | CAE | # | **569,666** | -4.496% | 596,487 |
| **97** | 97 | NY | Islip | Long Island Mac Arthur | ISP | # | **568,270** | -5.419% | 600,827 |

TABLE B-5

*Airport Improvement Program*
*Fiscal Year 1997*

# CY 95 Passenger Boardings For Primary Hub Airports

*Data Used For Determining FY 1997 Primary Apportionments*
*(Airports Imposing PFC on October 1, 1996 Noted by #)*

| Ranking 95 | 94 | State | Associated City | Airport Name | ID | PFC | Passenger Boardings CY 95 | Change | CY 94 |
|---|---|---|---|---|---|---|---|---|---|
| | | | | **Small–Hub Airports** | | | | | |
| **98** | 100 | GA | Savannah | Savannah International | SAV | # | **565,230** | -1.953% | 576,489 |
| **99** | 96 | VI | Charlotte Amalie | Cyril E King | STT | # | **563,039** | -8.037% | 612,242 |
| **100** | 102 | TX | Midland | Midland International | MAF | # | **559,437** | -0.068% | 559,817 |
| **101** | 99 | ME | Portland | Portland International Jetport | PWM | # | **558,095** | -3.411% | 577,803 |
| **102** | 115 | FL | St Petersburg/Clearwater | St Petersburg/Clearwater International | PIE | | **548,462** | 24.347% | 441,075 |
| **103** | 101 | FL | Pensacola | Pensacola Regional | PNS | # | **544,486** | -5.438% | 575,797 |
| **104** | 105 | FL | Tallahassee | Tallahassee Regional | TLH | # | **529,210** | 3.026% | 513,666 |
| **105** | 108 | WI | Madison | Dane County Regional–Truax Field | MSN | # | **522,757** | 3.555% | 504,812 |
| **106** | 106 | AZ | Grand Canyon | Grand Canyon National Park | GCN | | **507,648** | -0.381% | 509,592 |
| **107** | 104 | TX | Corpus Christi | Corpus Christi International | CRP | # | **499,793** | -3.818% | 519,632 |
| **108** | 107 | TX | Harlingen | Rio Grande Valley International | HRL | | **488,824** | -3.993% | 509,152 |
| **109** | 109 | CA | Fresno | Fresno Air Terminal | FAT | | **471,742** | -3.626% | 489,489 |
| **110** | 113 | NY | White Plains | Westchester County | HPN | # | **470,859** | 3.108% | 456,668 |
| **111** | 110 | CA | Palm Springs | Palm Springs Regional | PSP | # | **467,536** | -2.547% | 479,756 |
| **112** | 112 | PA | Allentown | Lehigh Valley International | ABE | # | **461,351** | -0.442% | 463,399 |
| **113** | 111 | TX | Amarillo | Amarillo International | AMA | | **459,317** | -2.068% | 469,014 |
| **114** | 119 | KY | Lexington | Blue Grass | LEX | # | **445,157** | 4.907% | 424,334 |
| **115** | 114 | NH | Manchester | Manchester | MHT | # | **432,774** | -4.796% | 454,574 |
| **116** | 122 | MS | Jackson | Jackson International | JAN | # | **428,964** | 5.866% | 405,194 |
| **117** | 117 | IN | South Bend | Michiana Regional Transportation Center | SBN | # | **420,589** | -2.261% | 430,319 |
| **118** | 120 | LA | Baton Rouge | Baton Rouge Metropolitan, Ryan Field | BTR | # | **420,023** | -0.489% | 422,089 |
| **119** | 118 | AL | Huntsville | Huntsville International–Carl T Jones Field | HSV | # | **416,475** | -2.430% | 426,849 |
| **120** | 94 | ME | Bangor | Bangor International | BGR | # | **416,161** | -33.147% | 622,503 |
| **121** | 116 | VT | Burlington | Burlington International | BTV | | **414,628** | -3.956% | 431,706 |
| **122** | 137 | SC | Myrtle Beach | Myrtle Beach Jetport | MYR | | **408,656** | 28.890% | 317,059 |
| **123** | 123 | NY | Newburgh | Stewart International | SWF | # | **401,394** | 0.769% | 398,332 |
| **124** | 124 | IA | Cedar Rapids | Cedar Rapids Municipal | CID | # | **394,395** | 0.144% | 393,827 |

TABLE B-5

*Airport Improvement Program*
*Fiscal Year 1997*

# CY 95 Passenger Boardings For Primary Hub Airports

*Data Used For Determining FY 1997 Primary Apportionments*
*(Airports Imposing PFC on October 1, 1996 Noted by #)*

| Ranking 95 | Ranking 94 | State | Associated City | Airport Name | ID | PFC | Passenger Boardings CY 95 | Change | CY 94 |
|---|---|---|---|---|---|---|---|---|---|
| | | | | **Small–Hub Airports** | | | | | |
| **125** | 129 | AK | Juneau | Juneau International | JNU | | **373,712** | 8.480% | 344,500 |
| **126** | 121 | FL | Daytona Beach | Daytona Beach Regional | DAB | # | **356,728** | -12.380% | 407,129 |
| **127** | 135 | OR | Eugene | Mahlon Sweet Field | EUG | # | **351,584** | 4.477% | 336,517 |
| **128** | 128 | AK | Fairbanks | Fairbanks International | FAI | | **350,307** | 1.495% | 345,148 |
| **129** | 126 | NJ | Atlantic City | Atlantic City International | ACY | | **338,027** | -7.569% | 365,707 |
| **130** | 134 | LA | Shreveport | Shreveport Regional | SHV | # | **337,752** | 0.063% | 337,539 |
| **131** | 131 | IN | Fort Wayne | Fort Wayne International | FWA | # | **335,292** | -2.342% | 343,332 |
| **132** | 130 | MO | Springfield | Springfield Regional | SGF | # | **329,595** | -4.265% | 344,278 |
| **133** | 133 | TX | McAllen | McAllen Miller International | MFE | | **323,281** | -4.589% | 338,829 |
| **134** | 125 | VA | Roanoke | Roanoke Regional/Woodrum Field | ROA | | **323,145** | -12.985% | 371,366 |
| **135** | 138 | MT | Billings | Billings Logan International | BIL | # | **323,035** | 4.210% | 309,985 |
| **136** | 139 | MI | Lansing | Capital City | LAN | # | **319,526** | 4.528% | 305,685 |
| **137** | 127 | AL | Mobile | Mobile Regional | MOB | | **306,789** | -12.362% | 350,065 |
| **138** | 136 | FL | Melbourne | Melbourne Regional | MLB | | **293,498** | -10.304% | 327,215 |
| | | | | ***Subtotal Small–Hub Airports*** | | | ***41,489,614*** | | |
| | | | | **Nonhub Airports** | | | | | |
| **139** | 146 | WI | Green Bay | Austin Straubel International | GRB | # | **292,349** | 9.327% | 267,408 |
| **140** | 141 | SD | Sioux Falls | Joe Foss Field | FSD | | **288,113** | 0.526% | 286,605 |
| **141** | 132 | NC | Asheville | Asheville Regional | AVL | # | **278,441** | -18.122% | 340,069 |
| **142** | 140 | TN | Chattanooga | Lovell Field | CHA | # | **273,476** | -5.800% | 290,315 |
| **143** | 143 | OH | Toledo | Toledo Express | TOL | # | **271,902** | -1.233% | 275,297 |
| **144** | 154 | NE | Lincoln | Lincoln Municipal | LNK | | **262,263** | 8.866% | 240,904 |
| **145** | 144 | CA | Santa Barbara | Santa Barbara Municipal | SBA | | **258,516** | -5.840% | 274,549 |

TABLE B-5

*Airport Improvement Program*
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# CY 95 Passenger Boardings For Primary Hub Airports

*Data Used For Determining FY 1997 Primary Apportionments*
*(Airports Imposing PFC on October 1, 1996 Noted by #)*

| Ranking 95 | 94 | State | Associated City | Airport Name | ID | PFC | Passenger Boardings CY 95 | Change | CY 94 |
|---|---|---|---|---|---|---|---|---|---|
| | | | | **Nonhub Airports** | | | | | |
| **146** | 142 | IL | Moline | Quad–City | MLI | # | **258,278** | -7.419% | 278,974 |
| **147** | 145 | MI | Kalamazoo | Kalamazoo/Battle Creek International | AZO | | **257,826** | -4.235% | 269,229 |
| **148** | 147 | MI | Saginaw | Tri City International | MBS | | **257,719** | -2.788% | 265,109 |
| **149** | 151 | VI | Christiansted | Alexander Hamilton | STX | # | **251,228** | 1.567% | 247,353 |
| **150** | 148 | FL | Key West | Key West International | EYW | # | **246,064** | -2.079% | 251,288 |
| **151** | 149 | MS | Gulfport | Gulfport–Biloxi Regional | GPT | # | **237,745** | -4.201% | 248,171 |
| **152** | 155 | AR | Fayetteville | Drake Field | FYV | | **233,474** | 3.912% | 224,685 |
| **153** | 163 | ND | Fargo | Hector International | FAR | | **223,919** | 5.800% | 211,644 |
| **154** | 156 | WV | Charleston | Yeager | CRW | # | **221,820** | -0.923% | 223,886 |
| **155** | 157 | PA | Wilkes–Barre/Scranton | Wilkes–Barre/Scranton International | AVP | # | **219,944** | -0.629% | 221,336 |
| **156** | 158 | TN | Bristol/Johnson City/ Kingsport | Tri–City Regional | TRI | | **216,451** | -1.499% | 219,744 |
| **157** | 166 | MA | Nantucket | Nantucket Memorial | ACK | | **215,370** | 8.901% | 197,767 |
| **158** | 150 | OH | Akron | Akron–Canton Regional | CAK | # | **212,665** | -14.135% | 247,674 |
| **159** | 162 | CA | Monterey | Monterey Peninsula | MRY | # | **206,130** | -3.715% | 214,083 |
| **160** | 161 | GA | Augusta | Bush Field | AGS | | **203,918** | -6.106% | 217,180 |
| **161** | 153 | CO | Aspen | Aspen–Pitkin County/Sardy Field | ASE | # | **203,782** | -16.048% | 242,736 |
| **162** | 160 | IN | Evansville | Evansville Regional | EVV | | **201,490** | -7.238% | 217,212 |
| **163** | 170 | WI | Appleton | Outagamie County | ATW | # | **192,283** | 3.582% | 185,633 |
| **164** | 164 | AL | Montgomery | Dannelly Field | MGM | | **189,131** | -6.517% | 202,316 |
| **165** | 159 | NC | Wilmington | New Hanover International | ILM | # | **186,633** | -14.203% | 217,529 |
| **166** | 173 | MT | Bozeman | Gallatin Field | BZN | # | **185,967** | 8.126% | 171,991 |
| **167** | 152 | CA | Long Beach | Long Beach (Daugherty Field) | LGB | | **185,776** | -24.794% | 247,022 |
| **168** | 176 | VA | Newport News | Newport News/Williamsburg International | PHF | | **181,971** | 9.104% | 166,786 |
| **169** | 180 | OR | Medford | Medford–Jackson County | MFR | # | **180,812** | 18.613% | 152,438 |
| **170** | 172 | SD | Rapid City | Rapid City Regional | RAP | | **180,794** | -1.890% | 184,276 |
| **171** | 165 | IL | Peoria | Greater Peoria Regional | PIA | # | **180,780** | -8.746% | 198,106 |
| **172** | 169 | FL | Gainesville | Gainesville Regional | GNV | | **179,826** | -6.239% | 191,792 |

TABLE B-5

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# CY 95 Passenger Boardings For Primary Hub Airports

*Data Used For Determining FY 1997 Primary Apportionments*
*(Airports Imposing PFC on October 1, 1996 Noted by #)*

| Ranking 95 | 94 | State | Associated City | Airport Name | ID | PFC | Passenger Boardings CY 95 | Change | CY 94 |
|---|---|---|---|---|---|---|---|---|---|
| | | | | **Nonhub Airports** | | | | | |
| **173** | 171 | FL | Valparaiso | Eglin AFB | VPS | | **179,703** | -2.977% | 185,216 |
| **174** | 175 | MT | Missoula | Missoula International | MSO | # | **176,963** | 5.346% | 167,983 |
| **175** | 184 | AK | Ketchikan | Ketchikan International | KTN | | **175,053** | 18.301% | 147,973 |
| **176** | 167 | WA | Pasco | Tri–Cities | PSC | # | **172,493** | -11.111% | 194,054 |
| **177** | 168 | NC | Fayetteville | Fayetteville Regional/Grannis Field | FAY | | **164,008** | -14.819% | 192,540 |
| **178** | 174 | WY | Jackson | Jackson Hole | JAC | # | **159,695** | -6.246% | 170,334 |
| **179** | 182 | MA | Hyannis | Barnstable Municipal–Boardman/Polando Field | HYA | | **156,804** | 4.190% | 150,498 |
| **180** | 179 | MI | Traverse City | Cherry Capital | TVC | | **155,278** | 0.081% | 155,152 |
| **181** | 185 | MN | Rochester | Rochester Municipal | RST | | **150,504** | 1.817% | 147,818 |
| **182** | 178 | NY | Binghamton | Binghamton Regional/Edwin A Link Field | BGM | # | **149,632** | -5.842% | 158,916 |
| **183** | 181 | FL | Panama City | Panama City–Bay County International | PFN | # | **147,452** | -2.399% | 151,076 |
| **184** | 187 | ND | Bismarck | Bismarck Municipal | BIS | | **146,012** | 8.269% | 134,860 |
| **185** | 183 | LA | Lafayette | Lafayette Regional | LFT | # | **144,498** | -3.913% | 150,383 |
| **186** | 177 | VA | Charlottesville | Charlottesville–Albemarle | CHO | # | **143,442** | -9.936% | 159,267 |
| **187** | 194 | PR | Aguadilla | Rafael Hernandez | BQN | # | **141,149** | 13.351% | 124,524 |
| **188** | 191 | NV | Elko | Elko Municipal–J.C. Harris Field | EKO | | **134,843** | 4.599% | 128,914 |
| **189** | 188 | PA | Erie | Erie International | ERI | # | **132,028** | -2.053% | 134,796 |
| **190** | 202 | WA | Bellingham | Bellingham International | BLI | # | **128,681** | 9.244% | 117,792 |
| **191** | 195 | MT | Great Falls | Great Falls International | GTF | # | **127,224** | 2.220% | 124,461 |
| **192** | 201 | AK | Kenai | Kenai Municipal | ENA | | **126,789** | 6.817% | 118,697 |
| **193** | 186 | CO | Grand Junction | Walker Field | GJT | # | **125,411** | -13.524% | 145,024 |
| **194** | 190 | MI | Flint | Bishop International | FNT | # | **122,344** | -5.138% | 128,970 |
| **195** | 196 | LA | Monroe | Monroe Regional | MLU | | **121,423** | -1.357% | 123,093 |
| **196** | 192 | MN | Duluth | Duluth International | DLH | # | **121,275** | -4.867% | 127,479 |
| **197** | 207 | CA | San Luis Obispo | San Luis Obispo County–McChesney Field | SBP | # | **120,772** | 8.880% | 110,922 |
| **198** | 193 | CT | New Haven | Tweed–New Haven | HVN | # | **117,355** | -7.103% | 126,328 |
| **199** | 220 | IA | Sioux City | Sioux Gateway | SUX | # | **117,137** | 28.216% | 91,359 |

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*Airport Improvement Program*
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# CY 95 Passenger Boardings For Primary Hub Airports

*Data Used For Determining FY 1997 Primary Apportionments*
*(Airports Imposing PFC on October 1, 1996 Noted by #)*

| Ranking | | | | | | Passenger Boardings | | |
|---|---|---|---|---|---|---|---|---|
| 95 | 94 | State | Associated City | Airport Name | ID | PFC | CY 95 | Change | CY 94 |
| | | | **Nonhub Airports** | | | | | | |
| **200** | 209 | MT | Kalispell | Glacier Park International | FCA | # | **116,277** | 9.595% | 106,097 |
| **201** | 197 | WI | Mosinee | Central Wisconsin | CWA | # | **115,927** | -5.701% | 122,936 |
| **202** | 205 | AK | Bethel | Bethel | BET | | **115,522** | 2.840% | 112,332 |
| **203** | 189 | IL | Champaign/Urbana | University of Illinois–Willard | CMI | | **115,301** | -12.433% | 131,671 |
| **204** | 203 | ID | Idaho Falls | Fanning Field | IDA | # | **115,006** | -1.930% | 117,269 |
| **205** | 200 | HI | Kaunakakai | Molokai | MKK | | **112,528** | -5.780% | 119,431 |
| **206** | 210 | WI | La Crosse | La Crosse Municipal | LSE | # | **109,146** | 3.582% | 105,372 |
| **207** | 199 | TX | Beaumont/Port Arthur | Jefferson County | BPT | # | **108,862** | -9.280% | 119,998 |
| **208** | 204 | CA | Bakersfield | Meadows Field | BFL | # | **108,204** | -5.315% | 114,278 |
| **209** | 198 | IL | Springfield | Capital | SPI | # | **106,458** | -11.565% | 120,380 |
| **210** | 208 | NY | Ithaca | Tompkins County | ITH | # | **102,400** | -7.302% | 110,466 |
| **211** | 206 | GA | Columbus | Columbus Metropolitan | CSG | # | **102,227** | -8.740% | 112,017 |
| **212** | 225 | OR | Redmond | Roberts Field | RDM | # | **97,706** | 11.647% | 87,513 |
| **213** | 212 | ND | Grand Forks | Grand Forks International | GFK | # | **95,280** | -5.886% | 101,239 |
| **214**[3] | 217 | PA | State College | University Park | UNV | # | **94,343** | -0.089% | 94,427 |
| **216** | 215 | NY | Elmira | Elmira/Corning Regional | ELM | | **92,327** | -6.064% | 98,287 |
| **217** | 211 | AR | Fort Smith | Fort Smith Regional | FSM | # | **91,436** | -10.834% | 102,546 |
| **218** | 240 | CO | Hayden | Yampa Valley | HDN | # | **91,436** | 33.649% | 68,415 |
| **219** | 219 | CO | Durango | Durango–LaPlata County | DRO | # | **90,224** | -1.812% | 91,889 |
| **220** | 235 | CA | Arcata/Eureka | Arcata | ACV | # | **88,133** | 17.285% | 75,144 |

[3] Ranking numbers are not sequential. Missing numbers indicate airports that enplaned passengers, but are not classified under the statute as primary airports. These include airports that are not publicly owned or those that do not have scheduled service. Examples include military fields with no joint–use agreement in effect, privately owned airports, and airports with no scheduled service. Enplanements for the airports missing from the listing are not included in the Grand Total for Primary Airports.

TABLE B-5

*Airport Improvement Program*
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# CY 95 Passenger Boardings For Primary Hub Airports

*Data Used For Determining FY 1997 Primary Apportionments*
*(Airports Imposing PFC on October 1, 1996 Noted by #)*

| Ranking | | | | | | Passenger Boardings | | |
|---|---|---|---|---|---|---|---|---|
| 95 | 94 | State | Associated City | Airport Name | ID | PFC | CY 95 | Change | CY 94 |
| | | | | **Nonhub Airports** | | | | | |
| **221** | 229 | WA | Yakima | Yakima Air Terminal | YKM | # | **87,218** | 9.266% | 79,822 |
| **222** | 248 | CO | Eagle | Eagle County Regional | EGE | # | **85,462** | 32.268% | 64,613 |
| **223** | 223 | TX | College Station | Easterwood Field | CLL | | **85,252** | -3.266% | 88,130 |
| **224** | 221 | VA | Lynchburg | Lynchburg Regional/Preston Glenn Field | LYH | # | **85,112** | -6.823% | 91,344 |
| **225** | 238 | FL | Naples | Naples Municipal | APF | # | **85,041** | 16.799% | 72,810 |
| **226** | 246 | AZ | Bullhead City | Laughlin/Bullhead International | IFP | | **83,004** | 26.161% | 65,792 |
| **227** | 252 | AS | Pago Pago | Pago Pago International | PPG | # | **82,441** | 30.162% | 63,337 |
| **228** | 227 | AK | Kodiak | Kodiak | ADQ | | **82,185** | 2.225% | 80,396 |
| **229** | 234 | NM | Farmington | Four Corners Regional | FMN | | **80,900** | 3.648% | 78,053 |
| **230** | 232 | HI | Lanai City | Lanai | LNY | | **79,904** | 2.125% | 78,241 |
| **231** | 226 | ND | Minot | Minot International | MOT | # | **78,594** | -3.560% | 81,495 |
| **232** | 218 | SC | Hilton Head Island | Hilton Head | 49J | # | **75,954** | -18.090% | 92,729 |
| **233** | 231 | IL | Bloomington/Normal | Bloomington/Normal | BMI | # | **75,064** | -4.152% | 78,316 |
| **234** | 224 | WV | Huntington | Tri–State/Milton J Ferguson Field | HTS | | **74,742** | -14.648% | 87,569 |
| **235** | 228 | TX | Tyler | Tyler Pounds Field | TYR | # | **74,183** | -7.206% | 79,944 |
| **236** | 230 | TX | Brownsville | Brownsville/South Padre Island International | BRO | | **71,301** | -9.173% | 78,502 |
| **237** | 245 | AZ | Yuma | Yuma MCAS/Yuma International | YUM | # | **70,206** | 5.272% | 66,690 |
| **239** | 213 | IL | Rockford | Greater Rockford | RFD | # | **69,808** | -29.945% | 99,648 |
| **240** | 265 | UT | Wendover | Wendover | ENV | | **68,724** | 17.753% | 58,363 |
| **241** | 216 | NC | Jacksonville | Albert J Ellis | OAJ | | **68,502** | -27.686% | 94,729 |
| **242** | 236 | TX | Abilene | Abilene Regional | ABI | | **67,900** | -8.018% | 73,819 |
| **243** | 250 | OK | Lawton | Lawton Municipal | LAW | # | **66,444** | 4.125% | 63,812 |
| **244** | 261 | AK | Sitka | Sitka | SIT | | **65,833** | 8.973% | 60,412 |
| **245** | 249 | ID | Hailey | Friedman Memorial | SUN | # | **65,424** | 1.753% | 64,297 |
| **246** | 242 | LA | Alexandria | Alexandria Esler Regional | ESF | | **64,473** | -3.772% | 67,000 |
| **247** | 255 | AK | Nome | Nome | OME | | **63,966** | 1.884% | 62,783 |
| **248** | 233 | NC | New Bern | Craven County Regional | EWN | | **63,772** | -18.415% | 78,166 |

TABLE B-5

*Airport Improvement Program*
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# CY 95 Passenger Boardings For Primary Hub Airports

*Data Used For Determining FY 1997 Primary Apportionments*
*(Airports Imposing PFC on October 1, 1996 Noted by #)*

| Ranking 95 | Ranking 94 | State | Associated City | Airport Name | ID | PFC | Passenger Boardings CY 95 | Change | CY 94 |
|---|---|---|---|---|---|---|---|---|---|
| | | | | **Nonhub Airports** | | | | | |
| **249** | 243 | MD | Salisbury | Salisbury–Wicomico County Regional | SBY | | **63,770** | -4.540% | 66,803 |
| **250** | 264 | CA | Redding | Redding Municipal | RDD | | **63,573** | 8.327% | 58,686 |
| **251** | 260 | MT | Helena | Helena Regional | HLN | # | **62,966** | 2.359% | 61,515 |
| **252** | 244 | TX | Wichita Falls | Sheppard AFB/Wichita Falls Municipal | SPS | | **62,645** | -6.085% | 66,704 |
| **253** | 266 | CA | Santa Maria | Santa Maria Public/Capt G Allan Hancock Field | SMX | | **61,414** | 6.251% | 57,801 |
| **254** | 253 | IA | Waterloo | Waterloo Municipal | ALO | # | **61,266** | -2.630% | 62,921 |
| **255** | 239 | SC | Florence | Florence Regional | FLO | | **60,674** | -13.345% | 70,018 |
| **256** | 257 | AK | Kotzebue | Ralph Wien Memorial | OTZ | | **60,434** | -3.220% | 62,445 |
| **257** | 214 | TX | Laredo | Laredo International | LRD | # | **59,899** | -39.326% | 98,723 |
| **258** | 241 | WY | Casper | Natrona County International | CPR | # | **59,722** | -11.347% | 67,366 |
| **259** | 267 | TX | Killeen | Killeen Municipal | ILE | # | **59,498** | 4.483% | 56,945 |
| **260** | 263 | TX | Waco | Waco Regional | ACT | | **58,854** | 0.051% | 58,824 |
| **261** | 256 | LA | Lake Charles | Lake Charles Regional | LCH | | **57,913** | -7.441% | 62,569 |
| **262** | 254 | CO | Gunnison | Gunnison County | GUC | # | **56,426** | -10.231% | 62,857 |
| **264** | 274 | MA | Vineyard Haven | Marthas Vineyard | MVY | | **53,462** | 7.252% | 49,847 |
| **265** | 272 | AK | King Salmon | King Salmon | AKN | | **53,187** | 1.959% | 52,165 |
| **266** | 271 | TX | San Angelo | Mathis Field | SJT | # | **53,095** | 0.340% | 52,915 |
| **267** | 269 | AL | Dothan | Dothan | DHN | | **52,985** | -5.177% | 55,878 |
| **269** | 286 | CM | Rota Island | Rota International | GRO | | **51,336** | 21.872% | 42,123 |
| **270** | 273 | ID | Lewiston | Lewiston–Nez Perce County | LWS | # | **51,138** | 0.852% | 50,706 |
| **271** | 251 | PA | Reading | Reading Regional/Carl A Spaatz Field | RDG | # | **50,384** | -20.879% | 63,680 |
| **272** | 288 | WA | Wenatchee | Pangborn Memorial | EAT | # | **49,538** | 18.719% | 41,727 |
| **273** | 302 | CM | Peipeinimaru | West Tinian | TNI | | **47,983** | 27.679% | 37,581 |
| **274** | 258 | NC | Greenville | Pitt–Greenville | PGV | | **47,618** | -22.812% | 61,691 |
| **275** | 270 | PR | Isla De Vieques | Antonio Rivera Rodriquez | VQS | | **46,239** | -12.687% | 52,958 |
| **276** | 262 | TX | Houston | Ellington Field | EFD | | **43,821** | -25.649% | 58,938 |
| **277** | 277 | MS | Columbus/West Point/Starkville | Golden Triangle Regional | GTR | # | **43,488** | -8.102% | 47,322 |

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| Ranking 95 | 94 | State | Associated City | Airport Name | ID | PFC | Passenger Boardings CY 95 | Change | CY 94 |
|---|---|---|---|---|---|---|---|---|---|
| | | | | **Nonhub Airports** | | | | | |
| **278** | 279 | NH | Lebanon | Lebanon Municipal | LEB | # | **43,268** | -6.354% | 46,204 |
| **279** | 280 | AR | Texarkana | Texarkana Regional–Webb Field | TXK | # | **43,079** | -6.054% | 45,855 |
| **280** | 284 | AK | Barrow | Wiley Post–Will Rogers Memorial | BRW | | **42,918** | 0.478% | 42,714 |
| **281** | 282 | ID | Twin Falls | Twin Falls–Sun Valley Regional | TWF | # | **42,548** | -4.991% | 44,783 |
| **282** | 278 | PA | Williamsport | Williamsport–Lycoming County | IPT | | **41,998** | -9.411% | 46,361 |
| **283** | 303 | CO | Montrose | Montrose Regional | MTJ | # | **41,938** | 11.918% | 37,472 |
| **284** | 268 | OH | Youngstown/Warren | Youngstown–Warren Regional | YNG | # | **41,885** | -25.540% | 56,252 |
| **285** | 295 | AK | Dillingham | Dillingham | DLG | | **41,227** | 7.169% | 38,469 |
| **286** | 293 | AK | Homer | Homer | HOM | | **41,109** | 4.338% | 39,400 |
| **287** | 276 | MI | Marquette | Marquette County | MQT | # | **41,057** | -15.367% | 48,512 |
| **288** | 297 | ID | Pocatello | Pocatello Regional | PIH | # | **40,291** | 5.133% | 38,324 |
| **289** | 292 | MT | Butte | Bert Mooney | BTM | # | **39,823** | 0.889% | 39,472 |
| **290** | 281 | MI | Muskegon | Muskegon County | MKG | # | **38,439** | -16.162% | 45,849 |
| **291** | 298 | AZ | Flagstaff | Flagstaff Pulliam | FLG | # | **37,769** | -1.337% | 38,281 |
| **292** | 340 | AK | Skagway | Skagway | SGY | | **37,732** | 59.462% | 23,662 |
| **293** | 289 | AK | Unalaska | Unalaska | DUT | | **37,606** | -8.121% | 40,930 |
| **294** | 291 | CA | Oxnard | Oxnard | OXR | | **37,478** | -5.851% | 39,807 |
| **295** | 296 | GA | Albany | Southwest Georgia Regional | ABY | # | **37,152** | -3.222% | 38,389 |
| **296** | 304 | WA | Pullman/Moscow, ID | Pullman/Moscow Regional | PUW | # | **36,778** | -1.243% | 37,241 |
| **297** | 318 | FL | Marathon | Marathon | MTH | # | **36,652** | 23.167% | 29,758 |
| **298** | 287 | IA | Dubuque | Dubuque Regional | DBQ | # | **36,051** | -13.731% | 41,789 |
| **299** | 285 | MO | Columbia | Columbia Regional | COU | | **35,000** | -17.150% | 42,245 |
| **300** | 300 | TX | Longview | Gregg County | GGG | | **34,480** | -8.667% | 37,752 |
| **301** | 365 | NV | Las Vegas | North Las Vegas Air Terminal | VGT | | **34,025** | 78.132% | 19,101 |
| **302** | 283 | PR | Ponce | Mercedita | PSE | # | **33,899** | -22.456% | 43,716 |
| **303** | 237 | MA | Worcester | Worcester Municipal | ORH | # | **33,102** | -54.599% | 72,910 |
| **304** | 308 | WV | Parkersburg | Wood County Airport Gill Robb Wilson Field | PKB | | **33,083** | -4.060% | 34,483 |

TABLE B-5

*Airport Improvement Program*
*Fiscal Year 1997*

# CY 95 Passenger Boardings For Primary Hub Airports

*Data Used For Determining FY 1997 Primary Apportionments*
*(Airports Imposing PFC on October 1, 1996 Noted by #)*

| Ranking | | | | | | Passenger Boardings | | |
|---|---|---|---|---|---|---|---|---|
| 95 | 94 | State | Associated City | Airport Name | ID | PFC | CY 95 | Change | CY 94 |
| | | | | **Nonhub Airports** | | | | | |
| **306** | 309 | MD | Hagerstown | Washington County Regional | HGR | | **32,318** | -4.829% | 33,958 |
| **307** | 307 | AK | Valdez | Valdez | VDZ | | **31,183** | -11.735% | 35,329 |
| **308** | 299 | MO | Joplin | Joplin Regional | JLN | | **30,837** | -18.758% | 37,957 |
| **309** | 290 | CO | Fort Collins/Loveland | Fort Collins–Loveland Municipal | FNL | # | **30,220** | -24.938% | 40,260 |
| **310** | 317 | UT | St George | St George Municipal | SGU | | **30,025** | 0.200% | 29,965 |
| **311** | 345 | AK | Haines | Haines | HNS | | **29,812** | 34.884% | 22,102 |
| **312** | 314 | WI | Rhinelander | Rhinelander–Oneida County | RHI | # | **29,461** | -5.389% | 31,139 |
| **313** | 316 | NM | Roswell | Roswell Industrial Air Center | ROW | | **29,137** | -3.485% | 30,189 |
| **314** | 310 | KY | Paducah | Barkley Regional | PAH | # | **28,776** | -13.208% | 33,155 |
| **315** | 346 | CA | Carlsbad | McClellan–Palomar | CRQ | | **28,622** | 30.921% | 21,862 |
| **316** | 306 | NC | Hickory | Hickory Regional | HKY | | **28,507** | -19.360% | 35,351 |
| **317** | 323 | WA | Port Angeles | William R Fairchild International | CLM | # | **28,290** | 2.278% | 27,660 |
| **318** | 328 | CA | Santa Rosa | Sonoma County | STS | # | **27,908** | 4.599% | 26,681 |
| **319** | 313 | NY | Jamestown | Chautauqua County/Jamestown | JHW | # | **27,743** | -11.347% | 31,294 |
| **320** | 321 | GA | Macon | Middle Georgia Regional | MCN | | **27,318** | -1.301% | 27,678 |
| **321** | 311 | IL | Decatur | Decatur | DEC | | **26,908** | -16.219% | 32,117 |
| **322** | 320 | MI | Pellston | Pellston Regional Airport of Emmet County | PLN | # | **25,772** | -8.422% | 28,142 |
| **323** | 332 | ME | Presque Isle | Northern Maine Regional Airport at Presque Isle | PQI | | **25,645** | -2.029% | 26,176 |
| **324** | 335 | CT | Bridgeport | Igor I Sikorsky Memorial | BDR | | **25,104** | 1.842% | 24,650 |
| **325** | 325 | SD | Aberdeen | Aberdeen Regional | ABR | | **25,080** | -7.430% | 27,093 |
| **326** | 305 | WY | Cheyenne | Cheyenne | CYS | # | **24,995** | -29.379% | 35,393 |
| **327** | 315 | PR | Mayaguez | Eugenio Maria De Hostos | MAZ | | **24,804** | -18.614% | 30,477 |
| **328** | 329 | PA | Johnstown | Johnstown–Cambria County | JST | # | **24,500** | -7.919% | 26,607 |
| **330** | 333 | WI | Eau Claire | Chippewa Valley Regional | EAU | | **24,160** | -6.025% | 25,709 |
| **331** | 347 | OR | Klamath Falls | Klamath Falls International | LMT | | **23,457** | 8.632% | 21,593 |
| **332** | 322 | IA | Burlington | Burlington Municipal | BRL | | **23,302** | -15.792% | 27,672 |
| **333** | 360 | AK | Cordova | Merle K (Mudhole) Smith | CDV | | **23,285** | 16.975% | 19,906 |

TABLE B-5

*Airport Improvement Program*
*Fiscal Year 1997*

# CY 95 Passenger Boardings For Primary Hub Airports

*Data Used For Determining FY 1997 Primary Apportionments*
*(Airports Imposing PFC on October 1, 1996 Noted by #)*

| Ranking | | | | | | Passenger Boardings | | |
|---|---|---|---|---|---|---|---|---|
| 95 | 94 | State | Associated City | Airport Name | ID | PFC | CY 95 | Change | CY 94 |
| | | | | **Nonhub Airports** | | | | | |
| **334** | 327 | PA | Latrobe | Westmoreland County | LBE | | **23,092** | -14.166% | 26,903 |
| **335** | 364 | GA | Valdosta | Valdosta Regional | VLD | # | **22,888** | 18.505% | 19,314 |
| **336** | 341 | CA | Inyokern | Inyokern | IYK | # | **22,644** | -3.937% | 23,572 |
| **337** | 342 | WA | Walla Walla | Walla Walla Regional | ALW | # | **22,461** | -2.800% | 23,108 |
| **338** | 337 | WV | Morgantown | Morgantown Municipal–Walter L Bill Hart Field | MGW | # | **21,435** | -11.761% | 24,292 |
| **339** | 361 | OR | North Bend | North Bend Municipal | OTH | # | **21,356** | 7.398% | 19,885 |
| **340** | 334 | PR | San Juan | Fernando Luis Ribas Dominicci | SIG | | **21,324** | -13.874% | 24,759 |
| **341** | 349 | CA | Modesto | Modesto City–County–Harry Sham Field | MOD | # | **21,225** | -0.343% | 21,298 |
| **342** | 312 | PR | Isla De Culebra | Culebra | CPX | | **21,061** | -33.152% | 31,506 |
| **343** | 338 | MS | Meridian | Key Field | MEI | # | **21,056** | -13.243% | 24,270 |
| **344** | 348 | GA | Brunswick | Glynco Jetport | BQK | | **21,029** | -1.976% | 21,453 |
| **345** | 336 | PA | Altoona | Altoona–Blair County | AOO | # | **20,991** | -14.070% | 24,428 |
| **346** | 331 | NY | Utica | Oneida County | UCA | | **20,951** | -20.465% | 26,342 |
| **347** | 373 | AK | Petersburg | Petersburg | PSG | | **20,714** | 17.386% | 17,646 |
| **348** | 355 | MI | Hancock | Houghton County Memorial | CMX | # | **20,121** | -2.961% | 20,735 |
| **349** | 379 | MA | New Bedford | New Bedford Regional | EWB | | **20,105** | 18.488% | 16,968 |
| **350** | 366 | AZ | Page | Page Municipal | PGA | | **19,897** | 4.353% | 19,067 |
| **351** | 350 | PA | DuBois | DuBois–Jefferson County | DUJ | # | **19,613** | -6.671% | 21,015 |
| **352** | 369 | CA | South Lake Tahoe | Lake Tahoe | TVL | # | **19,438** | 150.328% | 7,765 |
| **353** | 326 | PA | Lancaster | Lancaster | LNS | # | **19,364** | -28.199% | 26,969 |
| **355** | 352 | TX | Victoria | Victoria Regional | VCT | # | **19,327** | -7.442% | 20,881 |
| **356** | 368 | MN | International Falls | Falls International | INL | # | **19,105** | 1.796% | 18,768 |
| **357** | 363 | MI | Escanaba | Delta County | ESC | # | **18,831** | -2.953% | 19,404 |
| **358** | 356 | WV | Clarksburg | Benedum | CKB | # | **18,584** | -9.856% | 20,616 |
| **359** | 731 | NJ | Trenton | Mercer County | TTN | | **18,404** | 1432.390% | 1,201 |
| **360** | 330 | CO | Telluride | Telluride Regional | TEX | # | **18,283** | -31.132% | 26,548 |
| **361** | 376 | WY | Cody | Yellowstone Regional | COD | | **18,246** | 6.131% | 17,192 |

TABLE B-5

*Airport Improvement Program*
*Fiscal Year 1997*

# CY 95 Passenger Boardings For Primary Hub Airports

*Data Used For Determining FY 1997 Primary Apportionments*
*(Airports Imposing PFC on October 1, 1996 Noted by #)*

| Ranking | | | | | | Passenger Boardings | | |
|---|---|---|---|---|---|---|---|---|
| 95 | 94 | State | Associated City | Airport Name | ID | PFC | CY 95 | Change | CY 94 |
| | | | | **Nonhub Airports** | | | | | |
| **362** | 344 | MS | Tupelo | Tupelo Municipal–C D Lemons | TUP | # | **18,202** | -18.654% | 22,376 |
| **363** | 354 | KS | Manhattan | Manhattan Municipal | MHK | | **18,076** | -13.296% | 20,848 |
| **364** | 343 | NC | Kinston | Kinston Regional Jetport at Stallings Field | ISO | | **17,973** | -20.967% | 22,741 |
| **365** | 390 | AK | Metlakatla | Metlakatla | MTM | | **17,916** | 12.885% | 15,871 |
| **366** | 359 | NE | Scottsbluff | William B. Heilig Field | BFF | | **17,709** | -11.246% | 19,953 |
| **367** | 375 | IL | Quincy | Quincy Municipal Baldwin Field | UIN | # | **17,500** | 1.715% | 17,205 |
| **369** | 353 | NE | Grand Island | Central Nebraska Regional | GRI | | **17,290** | -17.074% | 20,850 |
| **370** | 396 | CA | Chico | Chico Municipal | CIC | # | **17,278** | 16.413% | 14,842 |
| **371** | 324 | AK | Deadhorse | Deadhorse | SCC | | **16,888** | -38.338% | 27,388 |
| **372** | 408 | AK | Gustavus | Gustavus | GST | | **16,867** | 24.351% | 13,564 |
| **373** | 351 | MN | Bemidji | Bemidji–Beltrami County | BJI | | **16,737** | -20.254% | 20,988 |
| **374** | 380 | IN | Lafayette | Purdue University | LAF | | **16,653** | -1.222% | 16,859 |
| **375** | 401 | CA | Imperial | Imperial County | IPL | | **16,641** | 15.354% | 14,426 |
| **376** | 362 | NC | Southern Pines | Moore County | SOP | | **16,592** | -15.700% | 19,682 |
| **377** | 372 | IA | Mason City | Mason City Municipal | MCW | | **16,408** | -9.117% | 18,054 |
| **378** | 367 | WY | Gillette | Gillette–Campbell County | GCC | # | **15,988** | -15.084% | 18,828 |
| **379** | 370 | CT | Groton/New London | Groton–New London | GON | | **15,905** | -12.374% | 18,151 |
| **380** | 532 | TX | Temple | Draughon–Miller Municipal | TPL | | **15,848** | 277.603% | 4,197 |
| **381** | 385 | WA | Friday Harbor | Friday Harbor | FHR | | **15,843** | -1.633% | 16,106 |
| **382** | 430 | AK | Wrangell | Wrangell | WRG | | **15,770** | 44.084% | 10,945 |
| **383** | 386 | SD | Pierre | Pierre Regional | PIR | | **15,749** | -1.845% | 16,045 |
| **386** | 387 | PA | Bradford | Bradford Regional | BFD | # | **15,116** | -5.359% | 15,972 |
| **388** | 417 | AK | Cold Bay | Cold Bay | CDB | | **14,719** | 18.961% | 12,373 |
| **389** | 416 | AK | Yakutat | Yakutat | YAK | | **14,551** | 16.315% | 12,510 |
| **391** | 384 | NC | Rocky Mount | Rocky Mount–Wilson | RWI | | **14,420** | -11.065% | 16,214 |
| **392** | 383 | WV | Lewisburg | Greenbrier Valley | LWB | | **13,710** | -16.443% | 16,408 |
| **393** | 388 | GA | Athens | Athens/Ben Epps | AHN | | **13,552** | -15.109% | 15,964 |

*Airport Improvement Program*
*Fiscal Year 1997*

# CY 95 Passenger Boardings For Primary Hub Airports

*Data Used For Determining FY 1997 Primary Apportionments*
*(Airports Imposing PFC on October 1, 1996 Noted by #)*

| Ranking | | | | | | Passenger Boardings | | |
|---|---|---|---|---|---|---|---|---|
| 95 | 94 | State | Associated City | Airport Name | ID | PFC | CY 95 | Change | CY 94 |
| | | | **Nonhub Airports** | | | | | | |
| **394** | 412 | AK | Aniak | Aniak | ANI | | **13,462** | 1.264% | 13,294 |
| **395** | 389 | KS | Topeka | Forbes Field | FOE | | **13,453** | -15.459% | 15,913 |
| **396** | 392 | NY | Plattsburgh | Clinton County | PLB | # | **13,176** | -15.760% | 15,641 |
| **397** | 381 | WY | Riverton | Riverton Regional | RIW | # | **13,157** | -21.926% | 16,852 |
| **398** | 398 | IL | Marion | Williamson County Regional | MWA | | **13,026** | -11.140% | 14,659 |
| **399** | 399 | MN | Hibbing | Chisholm–Hibbing | HIB | | **12,933** | -11.660% | 14,640 |
| **400** | 377 | CO | Pueblo | Pueblo Memorial | PUB | # | **12,729** | -25.618% | 17,113 |
| **402** | 378 | WY | Sheridan | Sheridan County | SHR | | **12,530** | -26.407% | 17,026 |
| **403** | 461 | CA | Visalia | Visalia Municipal | VIS | | **12,438** | 52.445% | 8,159 |
| **404** | 424 | MA | Provincetown | Provincetown Municipal | PVC | | **12,422** | 9.871% | 11,306 |
| **405** | 423 | OR | Pendelton | Eastern Oregon Regional at Pendelton | PDT | | **12,065** | 6.328% | 11,347 |
| **406** | 404 | MN | Brainerd | Brainerd–Crow Wing County Regional | BRD | # | **12,014** | -16.004% | 14,303 |
| **407** | 435 | NM | Santa Fe | Santa Fe County Municipal | SAF | | **11,949** | 17.101% | 10,204 |
| **409** | 447 | AK | Hoonah | Hoonah | HNH | | **11,790** | 27.239% | 9,266 |
| **410** | 426 | RI | Westerly | Westerly State | WST | | **11,765** | 5.848% | 11,115 |
| **411** | 391 | OH | Port Clinton | Carl R Keller Field | PCW | | **11,552** | -26.284% | 15,671 |
| **412** | 428 | RI | Block Island | Block Island State | BID | | **11,455** | 3.384% | 11,080 |
| **413** | 418 | AZ | Lake Havasu City | Lake Havasu City | HII | | **11,358** | -6.418% | 12,137 |
| **414** | 409 | NE | North Platte | North Platte Regional | LBF | | **11,143** | -17.679% | 13,536 |
| **415** | 394 | MS | Greenville | Mid Delta Regional | GLH | | **11,048** | -28.630% | 15,480 |
| **416** | 429 | MI | Iron Mountain/ Kingsford | Ford | IMT | # | **11,036** | 0.537% | 10,977 |
| **417** | 450 | WI | Oshkosh | Wittman Regional | OSH | | **10,881** | 21.169% | 8,980 |
| **418** | 459 | WA | Moses Lake | Grant County | MWH | | **10,831** | 31.158% | 8,258 |
| **420** | 452 | OH | Put In Bay | Put In Bay | OH30 | | **10,548** | 20.315% | 8,767 |
| **421** | 453 | KS | Garden City | Garden City Regional | GCK | | **10,478** | 20.105% | 8,724 |
| **422** | 413 | AZ | Prescott | Ernest A. Love Field | PRC | | **10,343** | -21.727% | 13,214 |
| **423** | 422 | AZ | Fort Huachuca/Sierra Vista | Libby AAF/Sierra Vista Municipal | FHU | | **10,286** | -10.564% | 11,501 |

TABLE B-5

*Airport Improvement Program*
*Fiscal Year 1997*

# CY 95 Passenger Boardings For Primary Hub Airports

*Data Used For Determining FY 1997 Primary Apportionments*
*(Airports Imposing PFC on October 1, 1996 Noted by #)*

| Ranking 95 | 94 | State | Associated City | Airport Name | ID | PFC | Passenger Boardings CY 95 | Change | CY 94 |
|---|---|---|---|---|---|---|---|---|---|
| | | | | **Nonhub Airports** | | | | | |
| **425** | 402 | KY | Owensboro | Owensboro–Daviess County | OWB | | **10,222** | -28.786% | 14,354 |
| **426** | 438 | MI | Sault Ste Marie | Chippewa County International | CIU | | **10,107** | -0.286% | 10,136 |
| **427** | 425 | NM | Carlsbad | Cavern City Air Terminal | CNM | | **10,037** | -11.106% | 11,291 |
| | | | | ***Subtotal Nonhub Airports*** | | | **20,197,540** | | |
| | | | **Grand Total** | | | | **584,589,995** | | 571,852,111[4] |

[4] The Total CY 94 Passenger Boardings Amount shown is not the sum of the above totals for the airports listed. Some airports shown in the CY 95 tabulation were not Primary Hub Airports in CY 94. Also, some of the airports that were Primary in CY 94 ceased to meet the criteria in CY 95.

TABLE B-5

*Airport Improvement Program*
*Fiscal Year 1997*

# CY 95 Passenger Boardings For Primary Hub Airports

*Data Used For Determining FY 1997 Primary Apportionments*
*(Airports Imposing PFC on October 1, 1996 Noted by #)*

| Ranking 95 | 94 | State | Associated City | Airport Name | ID | PFC | Passenger Boardings CY 95 | Change | CY 94 |
|---|---|---|---|---|---|---|---|---|---|
| **Primary in CY 94, but Closed at End of FY 1996 – Not Classified as Primary in FY 1997** | | | | | | | | | |
| **329** | 319 | IL | Chicago | Merrill C Meigs | CGX | | **24,396** | -13.326% | 28,147 |
| **Primary in CY 94, but not in CY 95** | | | | | | | | | |
| **428** | 403 | WY | Rock Springs | Rock Springs–Sweetwater County | RKS | # | **9,967** | -30.548% | 14,351 |
| **432** | 421 | AK | St Mary's | St Mary's | KSM | | **9,732** | -15.396% | 11,503 |
| **433** | 431 | MD | Cumberland | Greater Cumberland Regional | CBE | # | **9,702** | -11.072% | 10,910 |
| **434** | 439 | IA | Fort Dodge | Fort Dodge Regional | FOD | # | **9,508** | -5.478% | 10,059 |
| **435** | 374 | CA | Palmdale | Palmdale Production Flight/Test Installation–AF Plant 42 | PMD | | **9,430** | -46.009% | 17,466 |
| **437** | 434 | WY | Laramie | Laramie Regional | LAR | | **9,228** | -9.759% | 10,226 |
| **438** | 437 | MN | St Cloud | St Cloud Municipal | STC | | **8,853** | -12.830% | 10,156 |
| **439** | 395 | NH | Portsmouth | Pease International Tradeport | PSM | | **8,845** | -41.080% | 15,012 |
| **440** | 436 | NM | Gallup | Gallup Municipal | GUP | | **8,798** | -13.677% | 10,192 |
| **445** | 432 | VA | Staunton/Waynesboro/ Harrisonburg | Shenandoah Valley Regional | SHD | | **8,231** | -21.699% | 10,512 |
| **447** | 407 | NC | Winston Salem | Smith Reynolds | INT | | **8,032** | -41.449% | 13,718 |
| **448** | 419 | AL | Tuscaloosa | Tuscaloosa Municipal | TCL | | **7,969** | -34.097% | 12,092 |
| **476** | 357 | AS | Fitiuta village | Fitiuta | FAQ | | **6,269** | -69.168% | 20,333 |
| **483** | 440 | HI | Hana | Hana | HNM | | **5,893** | -41.363% | 10,050 |
| **487** | 406 | MN | St Paul | St Paul Downtown Holman Field | STP | | **5,754** | -59.264% | 14,125 |
| **537** | 405 | CA | Stockton | Stockton Metropolitan | SCK | | **4,069** | -71.458% | 14,256 |
| **639** | 371 | TX | Houston | Sugar Land Municipal/Hull Field | SGR | | **2,074** | -88.537% | 18,093 |
| **1876** | 301 | CO | Steamboat Springs | Steamboat Springs/Bob Adams Field | SBS | # | **0** | -100.000% | 37,612 |

**Table B–6**

Airport Improvement Program
Fiscal Year 1997
**Department of Defense Base Realignment and Closure (BRAC)**
**Fiscal Years 1988, 1991, 1993, and 1995**
## Status of Transition of Military Airfields To Civil Airports

| # | Military Name | Location | Closure Approved | Mission Move | Civilian Name | Location ID |
|---|---|---|---|---|---|---|
| **Former Military Airfields Now Operated As Civil Airports** | | | | | | |
| ***Military Airport Property Transferred to Civil Sponsor by Deed*** | | | | | | |
| 1 | Fritzsche AAF | Marina, CA | 91 | 95 | Marina Municipal | OAR |
| ***Military Airport Property Transferred to Civil Sponsor by Long-Term Lease*** | | | | | | |
| 2 | Williams AFB | Phoenix, AZ | 91 | 93 | Williams Gateway | IWA |
| 3 | Chanute AFB | Rantoul, IL | 88 | 93 | Rantoul National Aviation Center | 2I5 |
| 4 | Pease AFB | Portsmouth, NH | 88 | 91 | Pease International Tradeport | PSM |
| 5 | Myrtle Beach AFB | Myrtle Beach, SC | 91 | 93 | Myrtle Beach International | MYR |
| 6 | Eaker AFB | Blytheville, AR | 91 | 92 | Arkansas International | BYH |
| 7 | George AFB | Victorville, CA | 88 | 92 | Southern California International | VCV |
| 8 | Norton AFB | San Bernardino, CA | 88 | 94 | San Bernardino International | SBD |
| 9 | Agana NAS | Agana, GU | 93 | 98 | Guam International | GUM |
| 10 | Wurtsmith AFB | Oscoda, MI | 91 | 93 | Oscoda–Wurtsmith | OSC |
| 11 | Rickenbacker AFB | Columbus, OH | 91 | 94 | Rickenbacker International | LCK |
| 12 | England AFB | Alexandria, LA | 91 | 92 | Alexandria International | AEX |
| 13 | Richards–Gebaur AFRB | Kansas City, MO | 91 | 94 | Richards–Gebaur Memorial | GVW |
| 14 | Mather AFB | Sacramento, CA | 88 | 93 | Mather Field | MHR |
| 15 | Bergstrom AFB | Austin, TX | 91 | 93 | Austin–Bergstrom International | BSM |
| 16 | Castle AFB | Merced, CA | 91 | 95 | Castle Airport | MER |
| 17 | Memphis NAS | Millington, TN | 93 | 95 | Millington Municipal | NQA |
| 18 | K.I. Sawyer AFB | Gwinn, MI | 93 | 95 | Sawyer Airport | SAW |
| ***Military Airport Property Transferred to Civil Sponsor by Joint–Use Agreement*** | | | | | | |
| 19 | Homestead AFB | Homestead, FL | 93 | 94 | Homestead Regional | HST |
| 20 | March AFB | Riverside, CA | 93 | 96 | March Inland Port | RIV |
| **Former Military Assets Which May be Transferred for Civil Use** | | | | | | |
| ***Military Airport Property Expected to be Transferred to Civil Sponsor–Planning Underway*** | | | | | | |
| 21 | Barbers Point NAS | Oahu, HI | 93 | 97 | Kalaeloa | NAX |
| 22 | Tipton AAF | Odenton, MD | 88 | 95 | | FME |

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| Table B–6 | Airport Improvement Program<br>Fiscal Year 1997<br>**Department of Defense Base Realignment and Closure (BRAC)**<br>**Fiscal Years 1988, 1991, 1993, and 1995**<br>**Status of Transition of Military Airfields To Civil Airports** | |
|---|---|---|

| # | Military Name | Location | Closure Approved | Mission Move | Civilian Name | Location ID |
|---|---|---|---|---|---|---|
| 23 | Reese AFB | Lubbock, TX | 95 | 97 | | REE |
| 24 | Cecil Field NAS | Jacksonville, FL | 93 | 98 | | NZC |
| 25 | Plattsburgh AFB | Plattsburgh, NY | 93 | 95 | | PBG |
| 26 | Griffiss AFB | Rome, NY | 93 | 95 | | RME |
| | ***Military Airport Property that could be Transferred to Civil Sponsor–Planning Underway*** | | | | | |
| 27 | El Toro MCAS | Santa Ana, CA | 93 | 98 | | NZJ |
| 28 | Dallas NAS | Fort Worth, TX | 93 | 95 | | NBE |
| 29 | McClellan AFB | Sacramento, CA | 95 | 00 | | MCC |
| 30 | Seneca Army Depot | Romulus, NY | 95 | 00 | | SSN |
| | ***Other Military Assets–Possible Civil Need–Planning Underway*** | | | | | |
| 31 | Adak NAS | Adak Island, AK | 95 | 98 | | ADK |
| 32 | Warminster NADC | Philadelphia, PA | 91 | 94 | | NJP |
| 33 | Calverton Naval Weapons Industrial Reserve Plant | Calverton, NY | N/A | | Made Surplus by Special Legislation | |
| 34 | Allen AAF | Fort Greely, AK | 95 | | Realigned Airfield | BIG |
| | ***Military Airfields with Potential for Joint Civil/Military Use*** | | | | | |
| 35 | Grissom AFB | Peru, IN | 91 | 94 | | GUS |
| 36 | Blackstone AAF | Blackstone, VA | 95 | 97 | | BKT |
| 37 | Kelly AFB | San Antonio, TX | 95 | 99 | | SKF |
| 38 | Malmstrom AFB | Great Falls, MT | 95 | | Realigned Airfield | GFA |
| | ***Excess Military Property Near By, Adjacent, or on Civil Airports*** | | | | | |
| 39 | Adjacent Property | 300 acres | | | Chicago O'Hare International | ORD |
| 40 | Adjacent Property | 800 acres | | | Orlando International | MCO |
| 41 | Adjacent Property | 50 acres | | | Orlando Executive | ORL |
| 42 | Adjacent Property | 67 acres–13 for Airport Use | | | Mercer County Airport | TTN |
| 43 | VOR NAVAID Site | 164 acres | | | Libertyville Site, Vernon Hills, IL | OBK |
| 44 | Property on Airport | 8 acres | | | Ontario International | ONT |
| 45 | Camp Nimitz | 109 acres | | | NTC San Diego | SAN |

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| Table B–6 | Airport Improvement Program<br>Fiscal Year 1997<br>**Department of Defense Base Realignment and Closure (BRAC)**<br>**Fiscal Years 1988, 1991, 1993, and 1995**<br>**Status of Transition of Military Airfields To Civil Airports** | |
|---|---|---|

| # | Military Name | Location | Closure Approved | Mission Move | Civilian Name | Location ID |
|---|---|---|---|---|---|---|
| | ***Excess Military Assets Whose Status has Changed*** | | | | | |
| 46 | Moffett NAS | San Jose, CA | 91 | 94 | Transferred to NASA | NUQ |
| 47 | Carswell JRB | Fort Worth, TX | 91 | NA | Closure rescinded–to remain Navy | NFW |
| 48 | MacDill AFB | Tampa, FL | 91 | NA | Closure rescinded–to remain Air Force | MCF |
| 49 | Midway NAF | Midway Island | 93 | NA | Transferred to Army control | MDY |
| | **Excess Military Assets with Minimal Potential for Civil Airport Use** | | | | | |
| 50 | Alameda NAS | Alameda, CA | 93 | 97 | | NGZ |
| 51 | Loring AFB | Loring, Maine | 91 | 94 | | LIZ |
| 52 | Hamilton AAF | San Francisco, CA | 88 | 93 | | SRF |
| 53 | Moore AAF (Ft. Devens) | Boston, MA | 91 | 95 | | AYE |
| 54 | Chase NAS | Beeville, TX | 91 | 92 | | NIR |
| 55 | South Weymouth NAS | South Weymouth, MA | 95 | 97 | | NZW |
| 56 | Glenview NAS | Glenview, IL | 93 | 97 | | NBU |
| 57 | Tustin MCAS | Tustin, CA | 91 | 99 | | NTK |

Significant MAP projects funded in FY 1997 are summarized below.

- **Alexandria International, Alexandria, Louisiana.** Alexandria International has replaced Esler Municipal and has become the primary commercial service airport serving Central Louisiana. The FY 1997 MAP funding was $600,000. It was used to groove runways; improve utilities; and to design a new terminal building. The sponsor also received $562,500 in other discretionary funds to construct an airfield lighting vault. The airport hosts an extensive charter operation serving the military by providing transportation for Army units at Fort Polk.

- **Rickenbacker International, Columbus, Ohio.** Rickenbacker International has assumed a major position in support of air cargo. Federal Express is located in a cargo sorting building that Flying Tigers originally built. Southern Air Transport is moving its main operations and corporate headquarters from Miami International to Rickenbacker. The airport sponsor and the State of Ohio are positioning Rickenbacker as an alternative to traditional international gateways. This is possible because of its excellent road access, on site customs, and expansion potential to accommodate air cargo operations. Also, Eddie Bauer and Whirlpool are located adjacent to the airport and ship their merchandise from Rickenbacker through freight forwarders and cargo firms. The MAP funding was used to rehabilitate Runway 5R/23L and Taxiway G. This will strengthen a runway that can handle the largest aircraft and provide a short access to the FedEx cargo sorting building. The sponsor plans to upgrade the cargo ramps. The sponsor has also made a commitment to develop a large intermodal facility. This is feasible due to excellent Interstate Highway access from Rickenbacker. Interstate Highways 70 and 71 converge on Columbus. Interstate Highways 75 and 77 are within 2 hours of the airport.

- **Sawyer Airport, Gwinn, Michigan.** The sponsor of the airport has transferred all civil operations from Marquette County Airport to Sawyer Airport. Sawyer Airport will be the primary airport serving the Upper Peninsula. Sawyer is a much larger airport than Marquette County. It also is located in an area with better visibility. In addition to passenger service, it will accommodate the maintenance activities of the regional carrier. The total amount of FAA funding for FY 1997 was $1,893,543, which included $763,000 in MAP funds. The money will be used to install runway and taxiway signs; install runway lighting; rehabilitate runway lighting; and to assist in construction of a new terminal building. The sponsor expects to receive a development grant of $1,700,000 from the Economic Development Administration of the Department of Commerce to assist in construction of the terminal building.

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**Table B–7**

Airport Improvement Program
Fiscal Year 1997

# GRANTS AWARDED

| Project Location<br>Airport Name/Planning Area<br>*(Airport/Plan Type)* | Project Number | Federal Funds | Brief Description of Work |
|---|---|---|---|
| **A L A B A M A** | | | |
| State of Alabama<br>*(General Aviation)* | 01 | $282,977 | Perform Routine Maintenance Under the Pilot Pavement Maintenance Program |
| **Alabaster**<br>Shelby County<br>*(Reliever)* | 03 | $198,052 | Remove, Mark, and Light Obstructions |
| **Andalusia**<br>Andalusia–Opp<br>*(General Aviation)* | 04 | $341,300 | Seal Coat Runway; Rehabilitate And Seal Coat Apron |
| **Anniston**<br>Anniston Metropolitan<br>*(Commercial Service)* | 15 | $216,630 | Strengthen Taxiway |
| **Auburn**<br>Auburn–Opelika Robert G Pitts<br>*(General Aviation)* | 09 | $1,471,676 | Extend Runway (Phase II) |
| **Bessemer**<br>Bessemer<br>*(Reliever)* | 05 | $54,000 | Update Master Plan |
| **Birmingham**<br>Birmingham International<br>*(Primary)* | 33 | $1,770,086 | Remove Obstructions; Acquire Land For Approaches; Provide Relocation Assistance |
| **Birmingham**<br>Birmingham International<br>*(Primary)* | 34 | $3,270,368 | Acquire Land For Noise Compatibility |
| **Birmingham**<br>Birmingham International<br>*(Primary)* | 35 | $770,995 | Construct Service Road (Phase I) |
| **Decatur**<br>Pryor Field Regional<br>*(General Aviation)* | 07 | $121,734 | Rehabilitate Apron (Phase II); Seal Coat Apron |
| **Fort Payne**<br>Isbell Field<br>*(General Aviation)* | 05 | $659,430 | Acquire Land For Approaches |
| **Gulf Shores**<br>Jack Edwards<br>*(General Aviation)* | 12 | $98,247 | Update Master Plan (Airport Layout Plan); Construct Taxiways |
| **Guntersville**<br>Guntersville Municipal<br>*(General Aviation)* | 03 | $130,418 | Install Runway Lighting And Visual Approach Aid |
| **Huntsville**<br>Huntsville International–Carl T Jones Field<br>*(Primary)* | 29 | $250,863 | Rehabilitate Apron; Acquire Snow Removal Equipment; Improve Snow Removal Equipment Building |
| **Huntsville**<br>Huntsville International–Carl T Jones Field<br>*(Primary)* | 30 | $1,705,518 | Rehabilitate Aircraft Rescue and Fire Fighting Building; Acquire Power Sweeper and Security Vehicle; Rehabilitate and Expand Aprons; Improve Access Road (Signage) (Multi–Year Project. Total Federal Commitment $2,995,968) |

**Table B–7**

Airport Improvement Program
Fiscal Year 1997

# GRANTS AWARDED

| **Project Location** Airport Name/Planning Area *(Airport/Plan Type)* | Project Number | Federal Funds | Brief Description of Work |
|---|---|---|---|

**Note:** Pages 106 – 179 are not included in this document. If needed, they can be downloaded from the following site:
http://www.faa.gov/arp/app500/annrep97/Grants/97giafnl.doc